VOL. CCXII, No. 2765

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THE SPHERE, FEBRUARY 7, 1953
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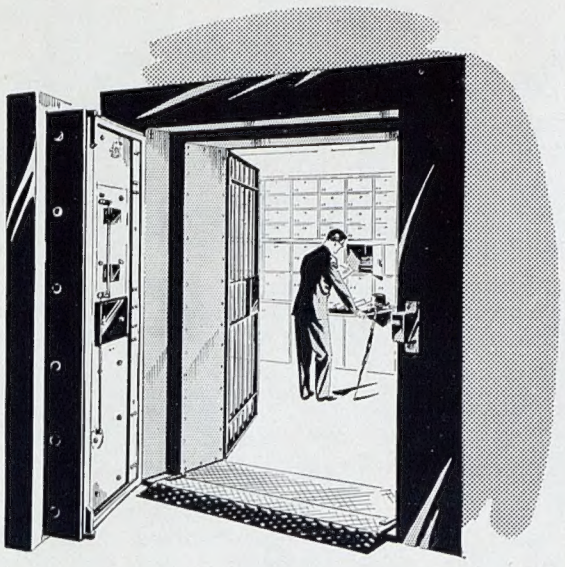

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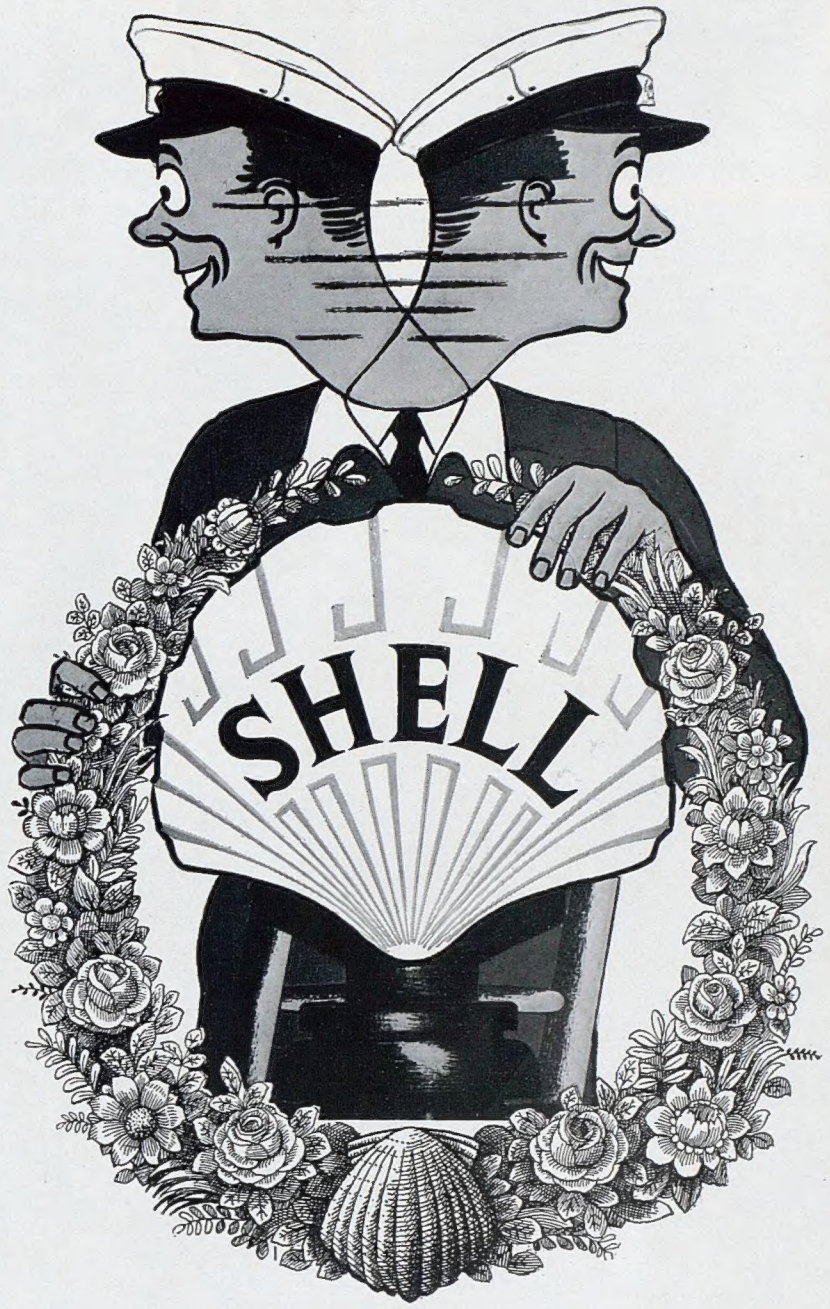

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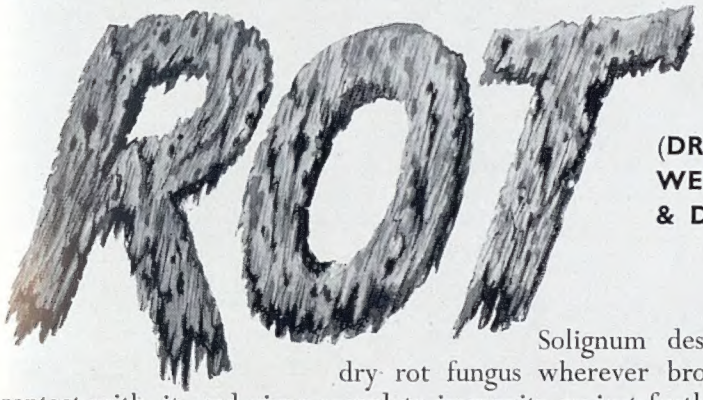

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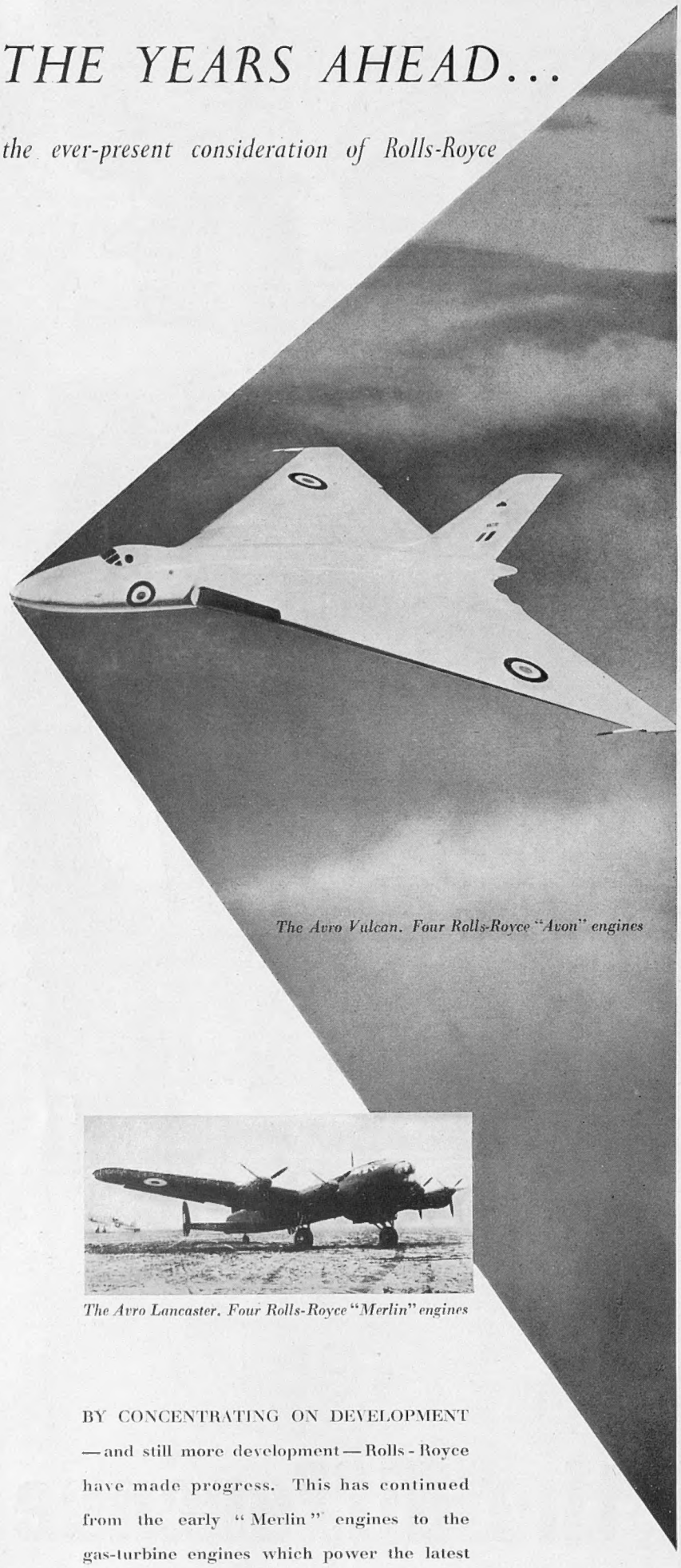

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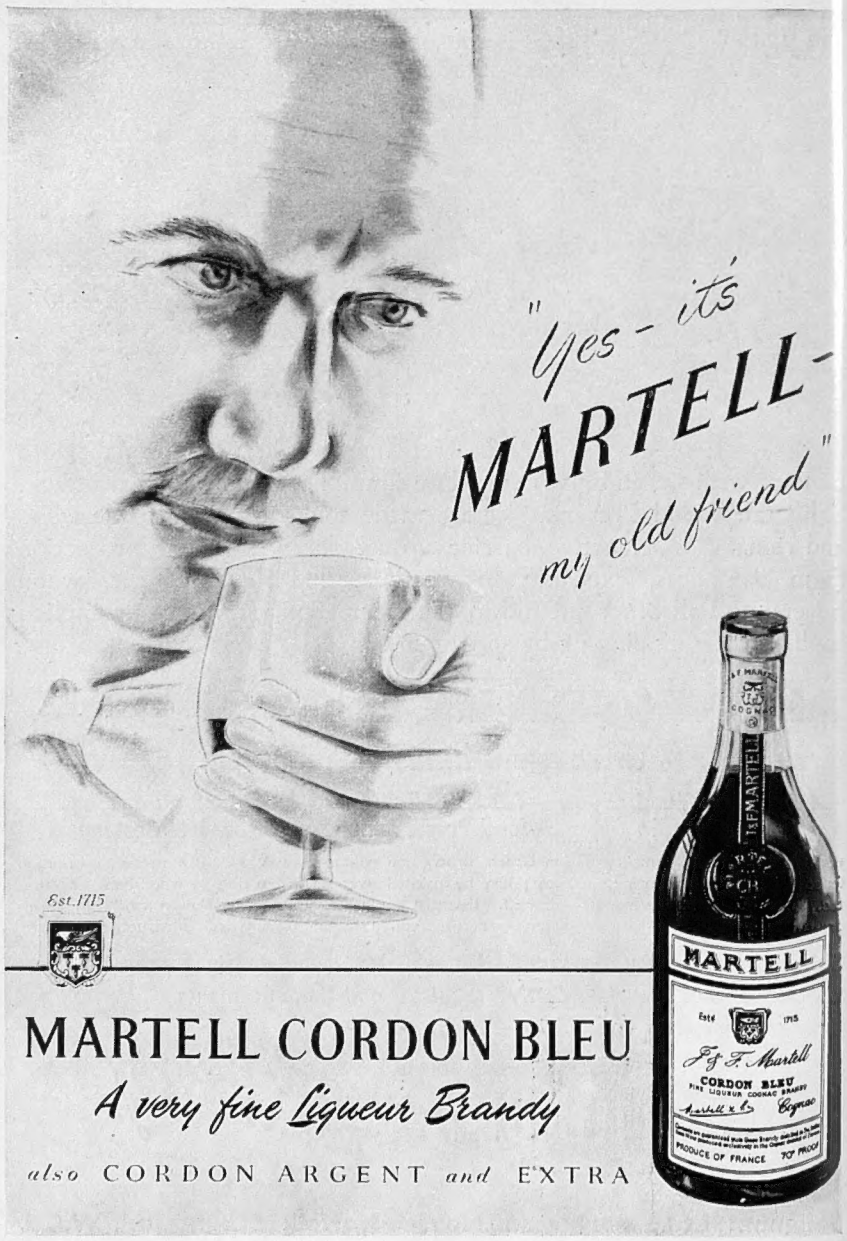

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Volume CCXII No. 2765 The SPHERE, London, February 7, 1953

The SPHERE

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THE TRAGEDY ON THE IRISH SEA—RAFTS FROM THE ILL-FATED LARNE-STRANRAER FERRY, "PRINCESS VICTORIA," SEEN ON THE SEETHING WATERS AFTER THE VESSEL HAD FOUNDERED IN A GREAT STORM FOUR MILES EAST OF THE COPELAND ISLANDS: In the background, one of the rescue ships, the Belfast tanker, *Pass of Dromochter*, is pouring oil on the sea and near its stern is one of the few lifeboats containing survivors which it was possible to lower. One hundred and twenty-eight people are believed to have lost their lives in this marine tragedy which was the prelude to the great flood havoc of the following day.

Last Saturday morning the British Railways steamer *Princess Victoria* left Stranraer at 7.45 a.m. for Larne. Soon after leaving Loch Ryan she was struck by the full force of the gale and a tremendous sea as she turned westwards on her course towards Ireland. This sea burst open the stern doors through which cars were loaded. A great wall of water swept into the ship and from then until she sank during the afternoon the ship was out of control. Of the 172 passengers and crew on board the *Princess Victoria*, only forty-four were known to be survivors last Monday morning, and among the dead were Major J. M. Sinclair, the Northern Ireland Minister of Finance, and Sir Walter Smiles, Member of Parliament for North Down at Westminster. Before the ship foundered, floats and rafts were thrown into the sea. It was impossible to lower most of the boats owing to the near-hurricane conditions prevailing at the time and the heavy list of the *Princess Victoria*. Some of the boats were smashed as they were lowered. Complete order prevailed among passengers and crew and shortly before the *Princess Victoria* went down, the captain gave the order to abandon ship. The first survivors were landed by the Donaghadee lifeboat about 6 p.m. (On pages 182-86 are pictures taken in the flood areas of the flood-devastated East Coast showing the terrible havoc wrought by the week-end storms. Pictures of the Dutch Floods appear on page 203.)

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

The SPHERE with which is incorporated THE GRAPHIC

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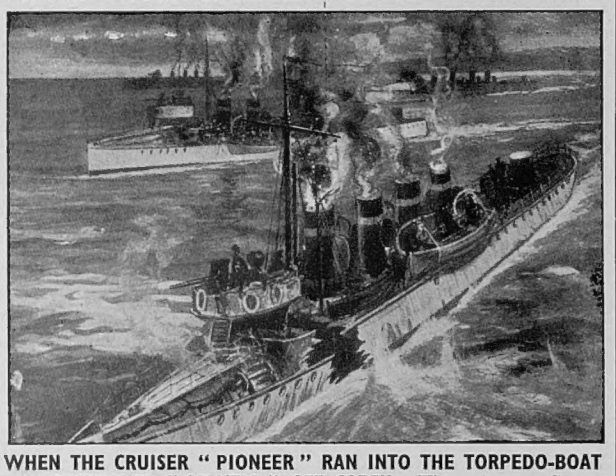
FROM "THE SPHERE" OF 50 YEARS AGO



WHEN THE CRUISER "PIONEER" RAN INTO THE TORPEDO-BOAT DESTROYER "ORWELL" OFF CORFU: This picture, drawn by C. J. de Lacy, shows the nature of the disaster to the destroyer. The *Pioneer* ran into her in the dark during exercises off Cape Varlam on January 30, 1903, and cut the bow clean off, just forward of the first funnel. A bulkhead was situated just at this point on the after-section, so that portion floated unharmed while the bow section sank rapidly. A gunner and a leading stoker were killed and twelve other men were reported missing.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

SIXTY YEARS AGO

Celebrating the Diamond Jubilee of "The Sketch"

On February 11, *The Sketch*, one of the Illustrated Newspapers group, will celebrate its Diamond Jubilee by publishing a special Record Number. The theme of the publication will be the year 1893. Toby O'Brien writes the first leading article, and this is followed by other contributors, including Rupert Croft-Cooke, who reviews books published by the rising authors of the early 1890's; J. C. Trewin and Louis Stanley, who comment on the theatre and the field of sport sixty years ago. There are also other articles, including Our Social Diary, relating to activities of the year in question. The pictorial survey of the news in 1893 includes the wedding of the Earl of Dalkeith, grandfather of the present Earl, whose marriage took place recently.

A London Newsletter

195-198, STRAND, W.C.2.

"The Fault of the Dutch"?—Without trumpet-blowing, without consultation with other European Powers, the Dutch Government has notified the U.S.A. that it will not call for any economic aid under "Mutual Security" for the fiscal year 1952-53. Small wonder if Mr. Dulles was prompt to congratulate the Netherlands Government in these words: "This action, in the best Dutch tradition of self-reliance, deserves the admiration of the American people. Our Netherlands friends have had to struggle hard to overcome their need for economic aid." It is a just summary. The Dutch were left by the war in a condition as unfavourable as any nation's, with five years of occupation as well as upheaval in their South-East Asian possessions. This little nation put its shoulder to the wheel to get things right, have succeeded to a marked degree, and, while the struggle is by no means over, have resolved to stand on their own legs. Certainly this action should do more than encourage the other European nations under "Mutual Security." It should spur them on to follow suit, by rather less talk and rather more work, by implementing in deeds (rather than phrases) the oft-quoted jingle: "Trade, not aid." That other much older jingle:

> "In matters of commerce the fault of the Dutch
> Lies in offering too little and asking too much,"

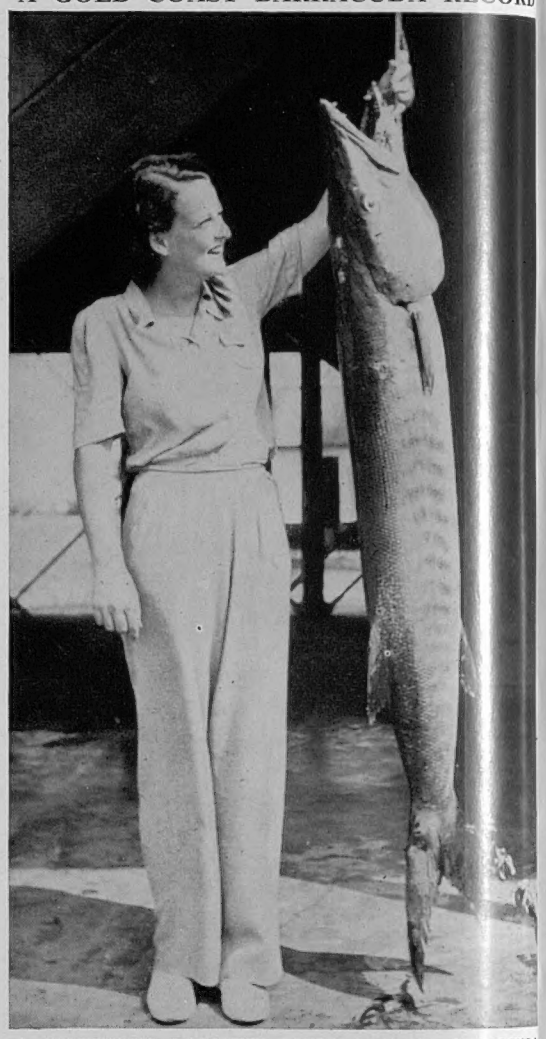
now needs to be removed from the anthology of national saws. It has run its course, and the "nation of shopkeepers" will be the first generously to acknowledge it while it struggles harder than ever to preserve its own label "in matters of commerce." There 's a lot to be learned from the Dutch in many fields, from housing to agriculture, from horticulture to painting. There is a Dutch school now in session at Burlington House, for instance, and another just about to open in my garden.

Bentley and Reprieve.—There has been no more anxious and terrible responsibility thrust upon all concerned with advising the Sovereign on the prerogative of clemency than in Bentley's case. For parallels one must go back to certain famous cases of women condemned to hang. The Law as it stands to-day is clear enough. No lawyer would dream of challenging the rightness of the verdict or sentence. Whether the Law needs reconsideration is another matter. Bentley was sentenced under the Law as it stands and has stood for long years. On the other hand, the public clamour may be traced to several factors. Most important in my mind is the increasing practice in recent years (as the rightness of death as a punishment for murder in any degree is more and more widely challenged) of the Home Secretary advising the Sovereign to exercise the prerogative. This practice seems to have varied in accordance with the office-holder's views on the death sentence generally; at any rate, with the waves of public opinion concerning hanging. But just as the verdict was inevitable as the Law stands, so was the sentence inevitable as the Law stands. Added to this, there were the factors of the jury's recommendation, of Bentley's youth, of the fact that he incited, but did not fire, the fatal shot, and, finally, the intense efforts of his family and friends. I confess that the final issue of this tremendous and terrible struggle for a wretched youth's life is what I anticipated it would be. The time has come, if the authority of the Bench is to be maintained, for a reconsideration of the Criminal Law in all cases of homicide, from degrees of guilt to appropriate sentences.

Guided Rockets.—Very encouraging, Mr. Sandys reported, is the progress made with perfecting the guided rocket—one of the most decisive instruments of war and one which will soon dominate the military scene. The bronze sword once held that pride of place, and later on the arrow. The guided rocket is a much better weapon than either of those. It travels straight to its objective at 3,000 m.p.h., and in order to dodge it, bomber planes must increase their slow speed and clumsy manœuvrability—and be sure they will: 600 m.p.h. is to-morrow's "crawling." But the guided rocket is much more expensive than the arrow. It can give a good account of itself in reducing damage from an air raid on an open city, but the cost would be £14,000,000 per raid. Thus, like squirrels in a revolving cage, *homo sapiens* goes round and round, and boasts of his progress, just as did his caveman ancestors. The lives of those ancestors were always in danger from the club, the wild beast and from starvation, yet they managed to achieve as important and as high a percentage of invention for the well-being of mankind as our own scientists do in a "safer" age. And their most notable inventions have not yet become museum pieces. They invented sail and the wheel and the domestication of animals, and these three a great historian puts at the head of the inventions of the human race. It may be urged that all of them have been put to destructive purposes. It cannot be said that they were merely temporary expedients to be rendered of no effect by a counter-invention next year. *Their* sails still drive little ships, their wheels still move dust-carts and wheelbarrows and brewers' drays. The cow still gives down milk in a friendly way. Perhaps these three inventions, first in rank, are among the last of the really *sane* inventions of man. (Perhaps we can add a few little discoveries beneficial to health.) These three added to the sum of human happiness. How many in our own times can claim unequivocally to have made us happier?

Art Treasures and Export.—In a sense, the Winter Exhibition of Dutch Art is not a good advertisement for the National Art Collections Fund, which is once more appealing for our support; in a sense, very narrow and shortsighted. It is true that the wealth of masterpieces of the Dutch School displayed at Burlington House prevents the proper appreciation of art, at any rate for those who cannot visit the galleries more than once or twice, the remoter country cousins. The wealth of the feast gives one indigestion; we pick at the innumerable dishes and bite solidly on none. And as we read our catalogue, we learn with astonishment that by far the larger proportion of these masterpieces are loaned from private collections in England. On the short view, many may conclude that the exodus of art treasures from England is still no grave danger, that it is yet but a trickle and cannot be regarded as an urgent priority for our purses which are empty. The truth is that a century ago we were a Golconda of Art treasures, second to none. To-day we are immensely rich still (in this line), but have rivals who are forging ahead, eating insidiously into our cake. The N.A.C.F. is a vital and a necessary institution and does excellent and catholic work, though I do not think its agency alone can dam the trickle and avoid the dam-burst. A much more effective remedy would be some gesture

A GOLD COAST BARRACUDA RECORD



A GOVERNOR'S DAUGHTER LANDS A 61-LB. BARRACUDA AT ADA: Miss Jenifer Arden-Clarke, elder daughter of the Governor and Commander-in-Chief of the Gold Coast, displays the 61-lb. fish after landing her catch during a recent week-end fishing trip. The fish measured 5 ft. 1 in. in length, and had a girth of 26 ins. Application is to be made to the International Game Fishing Association for official recognition of the catch, which is believed to be a record. Previously the existing world record for women had been held by an American who caught a barracuda weighing 59½ lb. off Florida in 1948. It was at Ada just over a year ago that the Governor broke the Gold Coast record for barracuda with a fish weighing 78 lb.

by authority to implement the accepted findings of more than one Royal Commission, and to do something effective towards preserving the caskets wherein these treasures lie—the great country houses of England, unhonoured and unsung, unheated and decaying, the sources of our culture, our graces and our civilisation. As the caskets rot, the temptation grows to disperse some of the treasures, to save something from the wreck and to find a decent resting-place for gems now threatened with exposure to the elements.

Coal and the Public.—Nowhere more than in the coal-mining industry are the dangers and evils of nationalisation more apparent; the cure for the tyranny of monopoly brings out its evils in virulent form. One might suppose that the miners conceive that the mere act of nationalisation by a wave of the wand exorcised the principles of economy, making the "State" a milch-cow of inexhaustible udders.

For decades the public felt the strongest sympathy with the miners, still to-day it honours them in their pursuit of a dangerous trade. For the same reason, it honours the men who are fighting in Malaya and Korea; and honours these last the more for asking less. British miners to-day working underground earn an average of £10 a week, those above ground, not all highly-skilled or dangerously employed, an average of £8 7s. If these averages are inequitably arrived at, it does not mean that the sum of the pay-packets of the industry is low in comparison with other trades, but that it is inequitably distributed. Moreover, there are other valuable privileges conceded to the industry. To-day the public is faced, as a result of the latest negotiations for higher pay in the mining industry, with still higher prices for coal. And if, on the bitter experience of the past ten years, that fact does not alienate some of our sympathy with these often deservedly flattered workers, then, indeed, we must be apathetic to the point of losing all sense of proportion and justice. For the prices we must pay for fuel would to-day be extortionate if the fuel was 50 per cent. burnable. It may not be the miners' fault that it is not. But for the householder it is a fact, and a terrible fact, that he is forced to pay as much as £14 a ton for what is burnable: 50 per cent. of what he buys is filth, slack and rubbish which in former times would never have left the slag heaps at the pit-head. We have had recent evidence of an ugly sort of little-mindedness and selfish interests which govern some of the decisions of their leaders, but these weaknesses become a monkey-trick when they induce a community to saw off the branch they sit on. For the miners in their blindness are alienating the markets on which their livelihood ultimately depends—not least the livelihood of the nation to which they belong. Coal was once wood. As wood, it was burnable. It is still substitute for some forms of heating, and more and more the public is being forced back to it.

Dancing Detective.—Can it be that that mighty brain machine, when he wrote "The dancing men," foresaw the inevitable day when he and Watson would dance in a ballet. The ballet must certainly be seen, for it is gloriously funny, but I am not sure that it is not gross impiety. For Holmes is certainly as much a British worthy as Wellington or Gladstone, and, though his *fidus Achates*, Watson, gets into that distinguished company as a comic, Sherlock, I have felt hitherto, has won his place by his serious qualifications. Nor did the Sherlock Holmes exhibitions in London or America remove the halo of serious worth from behind his deerstalker. But the dancing Holmes is a figure of delicious fun. And I am not sure that that will do. The process of dethroning our religious deities has gone quite far enough. Of course, the use of famous fictional characters for opera or ballet is not entirely new. Such subjects have been supplied by serious writers and by W. W. Jacobs. But to be "funny"—at any rate not too respectful—about Holmes will not please all his worshippers in England and America. The whole basis of the success and longevity of the Holmes cult is to preserve the veneration for his brilliant gifts in fighting Evil. Rather, let us suggest more suitable subjects to the ballet-makers. *Wuthering Heights*, for example. Or Daisy Ashford's *Young Visiters*. Or *Pride and Prejudice*. Or the Mrs. Proudie episodes from *Barchester Towers*. But the stately Holmes of England must be preserved at all costs in complete integrity.

National Gardens Scheme.—The Gardens scheme goes from strength to strength. 1952 produced a record of £16,800, beating the years 1950 and 1951 by £1,800. It is reasonable to suppose that Coronation Year will keep the figures up. The statistics are always interesting. I am not sure that to-day the basis of the appeal for the visiting public is not rather the gardens than the causes. At any rate, the emphasis on the cause has changed since the Health Service came into operation. Nowadays there is a tendency among some of the owners of the more famous gardens to allocate receipts among a larger number of good causes. The promoters of the scheme feel that the *publicity* is provided by the scheme and the harvest should all be for the scheme. To-day I am not sure that either argument is sound. Sandringham every year allocates £400 to the scheme from its takings. Sandringham is outside the scheme. Kent, as usual, heads the list with an all-time record of £1,700, but Sussex combined (and I don't see why it should be split into two counties) is really winner by a short head. These two counties far outstrip all competitors. Some of the great Northern shires are rather backward. Hampshire, with its riches in lovely gardens, might do better, at least as well as Gloucestershire. Cumberland, Cambridgeshire and Rutland are clearly not garden-minded. Soon enough now, the first shots will be fired in the 1953 Coronation Year campaign. The spring bulbs are beginning to shoot.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE NEW V. and A.

The Story of the Rearranged London Museum and its Post-war Amenities

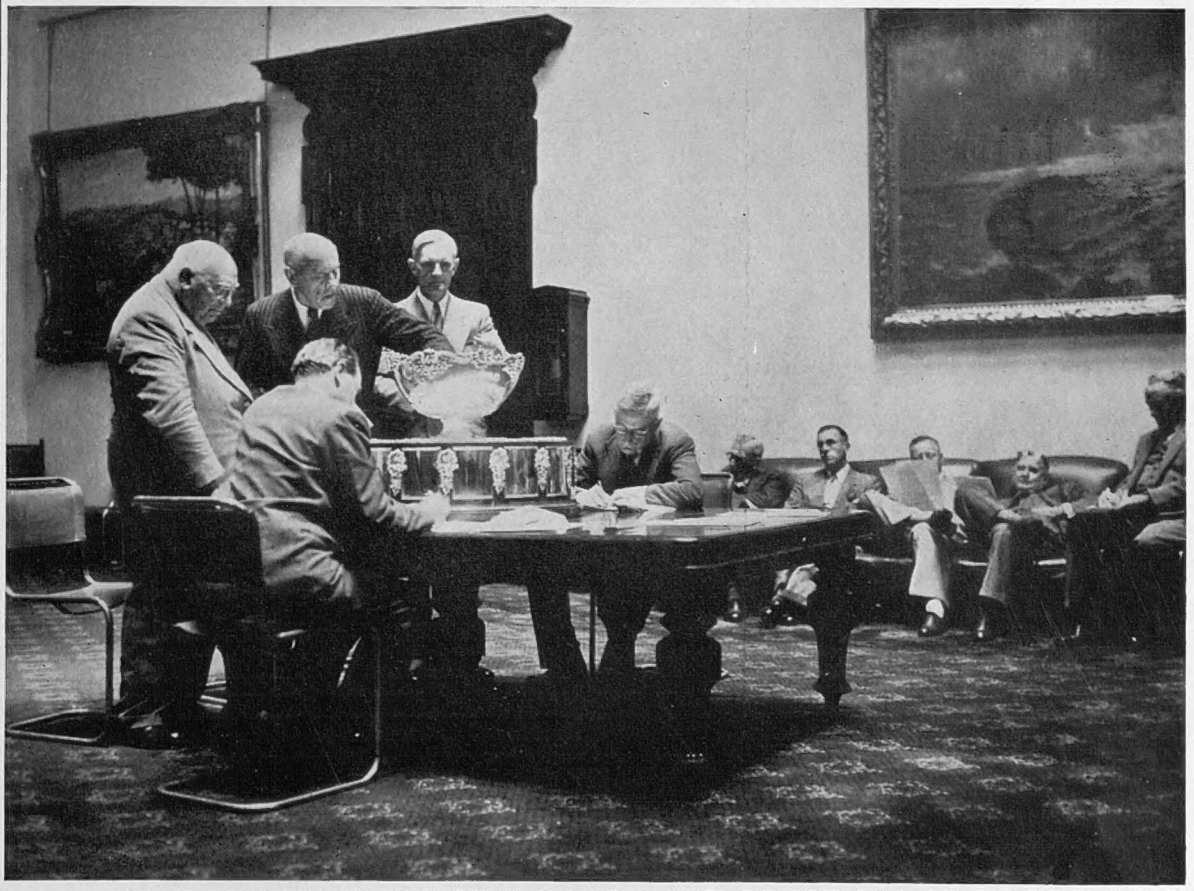
By C. H. GIBBS-SMITH

ILLUSTRATED WITH SPECIAL "SPHERE" PICTURES

MR. HARRY S. TRUMAN BECOMES A PRIVATE CITIZEN IN INDEPENDENCE, MO.

THE FORMER PRESIDENT OF THE UNITED STATES OUT WALKING IN WEST WALNUT STREET IN HIS HOME TOWN IN MISSOURI: This was the first occasion since Mr. Truman succeeded to the Presidency in 1945 that he had appeared in public without a bodyguard. Mr. Truman wore the double-breasted blue overcoat in which he was dressed for the inaugural ceremonies of President Eisenhower on January 20, and carried one of his American Legion convention canes. Accompanying Mr. Truman on his forty-minute walk were photographers and reporters from Kansas City, to whom the former President pointed out the historical sights of Independence.

THE MELBOURNE CEREMONY FOR THE 1953 DAVIS CUP EUROPEAN ZONE DRAW



THE PRESIDENT OF THE AUSTRALIAN LAWN TENNIS ASSOCIATION MAKES THE FIRST DRAW FOR THE EUROPEAN ZONE DAVIS CUP MATCHES TO BE PLAYED THIS YEAR: Sir Norman Brookes (standing, centre) is seen making the draw from the Davis Cup trophy at Melbourne Town Hall, Victoria. Flanking Sir Norman are two vice-presidents of the same Association, H. A. Pritt (left) and R. N. Vroland. The Zone draw involves twenty-four nations, eight of which are exempted from the first round. They are the Philippines, Denmark, Germany, France, Belgium, Great Britain, Italy and Sweden. The first round must be completed by May 5 and the second round, in which Britain will meet either Luxembourg or Norway, goes on until May 19. The Zone Final is on July 21 and the winners will then meet India, sole challenger in the Eastern Zone, by December 12. Seven days later the survivors will play the American Zone winners for the right to challenge Australia.

HOW THE FLOODWATERS POURED THROUGH THE BREACHED WALL AT SOUTHWOLD, ON THE EAST ANGLIAN COAST: Here the gale-driven high tides swept inland with relentless force, isolating a line of houses on the shore. All along this East Anglian bulge the story was the same, with Yarmouth, Felixstowe and Lowestoft being the hardest hit of the larger towns. Tremendous damage was done on Yarmouth's sea-front, shelters, huts and railings being torn to pieces. Twenty-one bodies were recovered at Felixstowe last Sunday night, where a prefabricated housing estate near the sea was inundated when the River Orwell burst its banks. Throughout Saturday night and Sunday night people were being evacuated by boats, amphibious Service vehicles, and lorries from the areas worst affected by mighty inundations

THE TRAGIC TOLL OF ENGLAND'S EAST COAST FLOODS

From Scarborough, in the North-East, to the Thames Estuary, Coastal Towns and Villages were Devastated During a Day of Fierce Winds and Great Tides

SANDBAGS PROVED OF NO AVAIL AGAINST THE SURGING WATERS AS THEY SWEPT INLAND AT LOWESTOFT: Last Sunday Lowestoft was without gas and there was an electricity failure. In the beach village 180 houses had to be evacuated.

In one of the worst flood disasters on record in these islands the east coast of England was ravaged last week-end, the floods, whipped up by the same hurricane winds which sank the mail steamer *Princess Victoria* in the Irish Sea, pouring inland over the Norfolk coast, surging over the sea defences of Lincolnshire, and racing up the Thames Estuary to swamp Canvey Island.

Hourly during last Sunday the death-roll mounted as news came in from the main areas of flood disaster. At Mablethorpe, Lincolnshire, the whole population of 6,000 people had to be evacuated; at Canvey Island, where it was stated on Monday that there were at least 150 dead and 500 people were still missing, the greater part of the island was under water, while at least twenty-one women and children were drowned at Felixstowe, when a great wave driven by the gale shattered the wall of the River Orwell at high tide and swept on to the town, engulfing a colony of prefabricated homes. Last Sunday the Queen travelled in a shooting-brake driven by the Duke of Edinburgh visiting some of the flooded areas near Sandringham and on Monday they went farther afield.

It became apparent as the news came in from over 200 towns and villages involved in this disaster that the floods could be divided into five main areas in Britain—from Scarborough through the Humber to the Wash, the north Norfolk coast and the Norfolk bulge, the Essex coast, the Kent coast and the Thames Estuary.

The two worst-hit places appeared to be Mablethorpe, Lincolnshire, and Canvey Island, in the Thames Estuary. At Mablethorpe there was a three-mile breach in the sea wall, and with the wash of every tide the damage increased. It was decided to institute an aerial reconnaissance on this part of the Lincolnshire coast in order to assess the damage and see what might be done.

At Canvey a wall of water swept on to the low-lying parts of the island, and it was decided last Sunday night that there would have to be compulsory evacuation which was due to be completed by mid-day on Monday. It was impossible to assess the number of dead at Canvey, the home of 13,000 people. Foulness Island was similarly inundated.

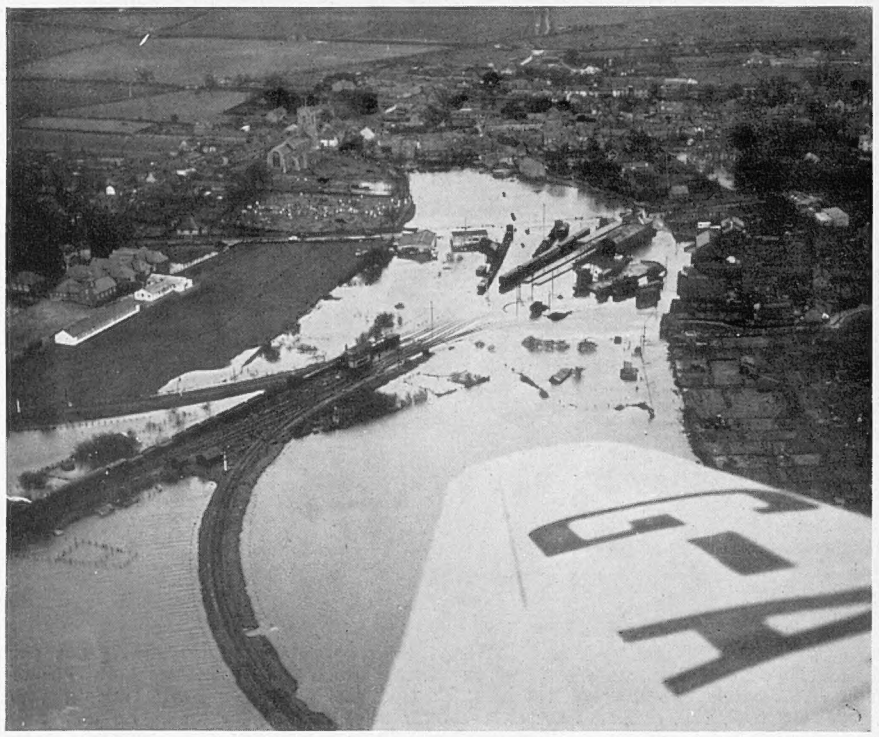
The cause of the great flood disaster was a cyclone. It started west of Scotland and then moved to the North Sea. With huge gusts, reaching up to 113 m.p.h., the wind-driven sea got behind the high tides normal at the present lunar phase and smashed into the bottle-neck between the east and south-east coasts of England and the Dutch coast. The *Princess Victoria*, the Irish mail boat outward bound from Stranraer, was caught in the cyclone as it was developing off the Scottish coast. The hurricane was the second in seven weeks to set up wind-speed records off Britain.

GREAT WAVES POUNDING AT THE ALREADY-BATTERED SEAFRONT AT THE HEIGHT OF THE STORM WHICH HIT LOWESTOFT: The flooding cut the town of Lowestoft in two. The swing-bridge, the only link between the two sections, was surrounded when the floodwaters burst out of the harbour into the main street. Three policemen swam last Sunday to a flooded church in Lowestoft to rescue forty children who had been trapped in the church hall and moved for safety to the church. Children sat on the altar while police were coming to their aid.

THE LITTLE NORFOLK COASTAL RESORT OF SALTHOUSE AFTER THE FLOODWATERS HAD BEGUN TO RECEDE FROM THEIR HIGHEST POINT BEYOND THE BATTERED HOUSES: Debris litters the gardens of the wrecked homes of this little seaside resort, which lies just to the north-east of Cromer and, facing as it does very nearly due north, must have received the full onslaught of the sea's attack. At Cromer the Council held a special meeting last Sunday and decided to ask the Minister of Housing and Local Government to pay a personal visit to North Norfolk to see the damage, with a view to granting immediate Government aid for restoration.

IN STRICKEN LINCOLNSHIRE, NORFOLK AND ESSEX

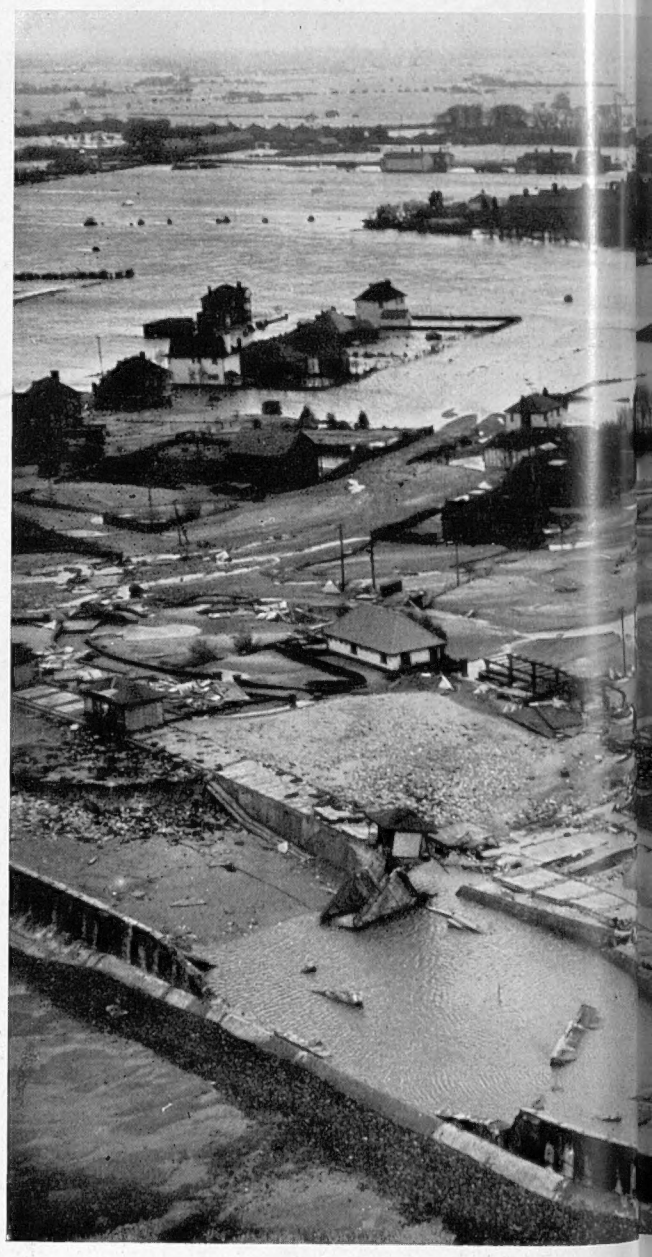
Flood Damage in Three East Coast Counties After the Tremendous Gale Havoc of Last Week-end, When Winds Reached a Velocity of 113 m.p.h.



THE RAILWAY STATION UNDER WATER AT WELLS-NEXT-THE-SEA, NORFOLK: There were particularly heavy casualties on the shores of North Norfolk, and this was the area which the Queen and Duke of Edinburgh visited last Sunday in order to view the flood damage. The villages of Cley, Wells, Blakeney and Salthouse, on the Cromer road, were all involved in the devastation when the sea rushed five miles inland, even carrying fishing-boats into the woods. At Hunstanton the dead included twelve American Servicemen and their families, and twenty-eight other Americans were posted as missing or believed drowned.

THE FLOODED AREA BEHIND THE SEAFRONT AT SOUTHEND, ON TH
mile inland and hundreds of houses were flooded to a depth 6-
involved as many of the Essex resorts, for the brunt of tid
neighbouring Canvey Island and neighbouring Foulness Islan Th
Monday of going to the rescue of some hundreds of people wha
her coxswain radioed to say he had made contact with peopw

THE FLOODWATERS HURLED THESE CARAVANS AGAINST A WALL IN SKEGNESS AND BATTERED THEM INTO CRUMPLED WRECKS: In Skegness itself there were no casualties reported, but six people lost their lives at Ingoldmells, four miles up the coast, where the tide surged a mile inland. Two hundred and fifty people from Ingoldmells were accommodated at the Derbyshire Miners' Centre at Seathorne. The promenade and Festival Gardens at Skegness were completely submerged by the great tidal wave.



THAMES ESTUARY: The tide surged half a ft. Even so, Southend was not so seriously flooding was taken on the low-lying land of The Southend lifeboat had the task last had been marooned on Foulness Island, and who were seeking shelter in the upper rooms.

STREETS UNDER WATER ON CANVEY ISLAND AFTER A WALL OF WATER BUILT UP BY THE HIGH WIND HAD SWEPT THROUGH THE SEA WALL AND ROLLED ACROSS THE LOW-LYING LAND ON THIS ISLAND IN THE THAMES ESTUARY: The muddy water swirled into the wooden and brick-built bungalows and in a matter of minutes lower rooms were flooded, the lights failed, and many people were washed out of their homes. The evacuation of islanders to schools and churches in South Benfleet, the nearest point on the mainland, was carried out throughout last Sunday and last Sunday night. Some people refused to leave their homes, but later compulsory evacuation was decided upon. Canvey Island, it was arranged, should be evacuated by last Monday afternoon, and the island sealed off to all except essential workers. The island is the home of 13,000 people. On Monday it was impossible to assess how many of these had lost their lives in the disaster.

On left—

THE AFTERMATH OF THE GREAT STORM ON THE LINCOLNSHIRE COAST: Floodwaters stretch as far as the eye can see in this air view made from Trusthorpe after a night of howling winds and raging seas. In the foreground silt lies thick between the swamped houses. There was a three-mile breach in the sea wall at neighbouring Mablethorpe and as a result this coastal town and Sutton-on-Sea were devastated. With every tide the damage has increased at Mablethorpe, and it has been decided to carry out an aerial reconnaissance to discover the full extent of the damage.

On right—

JAYWICK IS LOST BENEATH THE FLOODS: This holiday town near Clacton was swamped by a midnight tidal wave. Last Monday it was reported that ten people were dead and that at least twenty could not be found at Jaywick. Hundreds of people in bungalows at Jaywick awoke to find the sea lapping round their beds.

THE VILLAGE OF CHURCHEND, ON FOULNESS ISLAND, WITH A FEW BUILDINGS ON HIGHER GROUND STANDING ABOVE THE FLOOD: All around are half-submerged homes and farm buildings. More than 350 men, women and children who had huddled in upstairs rooms for two nights and days—many without food and heating—were carried to safety last Monday from Foulness. At dawn forty light craft went to the island from Great Wakering, Burnham-on-Crouch and Shoeburyness. Most of them were manned by fishermen from Leigh-on-Sea. A five-mile causeway linking Foulness Island with the mainland enabled Army lorries to meet the boats and take over the people who had been rescued from the half-submerged houses and from various vantage points.

FOULNESS AND CANVEY

The Catastrophe of the Floods

The QUEEN in NORTH NORFOLK

THE QUEEN TOURS THE DEVASTATED NORTH NORFOLK AREA: Her Majesty with some of the helpers whom she met last Monday when, with the Duke of Edinburgh and the Duke of Gloucester, she visited Hunstanton, King's Lynn, Heacham and other stricken towns and villages on the Norfolk coast.

STRICKEN CANVEY AFTER THE TIDAL WAVE WHICH SWEPT OVER IT AND THE SUBSEQUENT EVACUATION OF THE POPULATION: As Monday wore on it became apparent that a national disaster had occurred on the east coast and in the Thames Estuary, and that its focal-point was Canvey. Day and night after the disaster military and civilians tried to evacuate the people, clear the flood-waters, and plug gaps in the sea walls.

TUCKED INTO THE CAVERNOUS CARGO-HOLD OF A FAIRCHILD C-119, THE GIANT TRANSPORT OF THE UNITED STATES FORCE, IS A CRAWLER TRACTOR WEIGHING 21,000 LB.: The tractor is seen resting on a special paradrop pallet before the aircraft took off from Fort Bragg, North Carolina, on Exercise "Test Drop"—a mock invasion in the course of which 400 tons of this kind of heavy equipment were dropped into an "invasion airhead" by parachute in the space of a few minutes.

The theory that a mass paradrop of heavy equipment would enable engineers to build an advance airstrip capable of handling regular transports as large as C-124's, which would in turn put men and materials within striking distance of the enemy, was amply proven by Operation "Test Drop" held recently in the vicinity of Fort Bragg, North Carolina, under the joint direction of Major-General Thomas F. Hickey, of the XVIIIth Airborne Corps, and Major-General Robert W. Douglass, Jnr., the 18th U.S. Air Force Commander. From the cavernous holds of Fairchild transports pieces of equipment weighing as much as 10½ tons were parachuted into the invasion area, six 100-ft. chutes being used on the largest items. A 21,000-lb. crawler tractor, as depicted above, a bulldozer, a rubber-wheel tractor of 18,000 lb. and a 17,500-lb. dump truck were all sent cascading to the airhead, and as soon as the equipment touched the ground combat engineers started work on a 4,000-ft. airstrip which they cut out of the Carolina forests, thus making way for the C-124 air transports, which were to fly in with the combat troops. By the first evening 85 per cent. of the vehicles from the Flying Boxcars were operable, and by the following morning all but one piece was in use.

UPLIFTING NEWS

In the Air and on the Water

A MIGHTY TRACTOR IS AIRBORNE, AND A FAMOUS CARRIER IN DRY DOCK

On left—

THE LIGHT FLEET CARRIER H.M.S. "OCEAN" (13,190 TONS) IN THE ADMIRALTY FLOATING DOCK (A.F.D. 35) IN GRAND HARBOUR, MALTA: *Ocean*, a unit of the Mediterranean Fleet, has just returned to Malta after service in Korean waters. The two squadrons forming the air group aboard *Ocean* have been awarded the Body Trophy, presented annually for the most outstanding feat of aviation in the Royal Navy. An official citation praised the offensive spirit, skill, airmanship and courage of the aircrews of the two squadrons (No. 802 and 825). The citation added: "In seventy-nine days of flying the average daily sortie rate was 76.3 sorties (123 sorties being the highest for one day's operations)." A division of 802 Squadron (operating Sea Furies) accounted for the first MIG to be shot down by naval aircraft. 825 Squadron (of Fireflies) had only four incidents on the deck, resulting in a deck-landing accident rate of one in 496 landings. The A.F.D. 35 is one of the largest floating docks and can accommodate the largest warships. It was built in Bombay at a cost of £1,500,000 and towed to Malta in 1947.

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A Foreign Survey

NEWS FROM FIVE CONTINENTS

The City of Simon Bolivar Grows Apace — Tito's Turkish Visitor — Berlin's Refugees — Madame Lyautey Honoured—The High Treason Trial in Bonn

CHANGING CARACAS—THE BIRTHPLACE OF SIMON BOLIVAR UNDERGOES A VAST CHANGE 170 YEARS AFTER THE BIRTH OF THE GREAT LIBERATOR OF VENEZUELA: The Avenida Bolivar development in the old city, showing the new buildings rising round the great square of Silencio. Some of these buildings are already occupied by the Venezuelan Ministry of Finance, by private firms and professional men. An automobile underpass from Silencio goes beneath the new buildings, starting in the foregrouud of the picture. This is now open to traffic. Another diagonal underpass has also been completed, and this, too, will take traffic from Silencio. More than 300,000,000 dollars is being spent on this elaborate development, which includes twenty-four major buildings, underground parking areas and an underground bus terminal. Shops, restaurants, and an open-air public plaza all have their part in the scheme, which has in all four traffic levels. Caracas, capital of the Republic of Venezuela, stands 3,100 ft. above sea-level, but it is only nine miles south of La Guaira, its port on the Caribbean. Caracas has been described as the most expensive capital city anywhere in the world.

THE TURKISH-YUGOSLAV MEETINGS: Mr. Fuad Köprülü, Turkish Foreign Minister, is seen (centre) with Marshal Tito at Brioni on the occasion on which he was presented by the Marshal with a statue of a Yugoslav peasant girl. On January 25 Mr. Köprülü left Belgrade for Athens after what appeared to have been highly satisfactory talks with the Yugoslav leaders. Asked how his talks with Marshal Tito were to be related to N.A.T.O., of which Turkey is a member, Mr. Köprülü replied that they were related "only morally, not technically or contractually"; for whenever peaceful countries tried to put their good will and strength together they were, of course, rendering a service to the whole community of the free world.

THE STREAM OF REFUGEES FROM THE SOVIET ZONE CONTINUES PORING INTO WEST BERLIN: Miss Eleanor Dulles, sister of Mr. John Foster Dulles, the United States Secretary of State, talking to some of the refugees who have thronged into the city during recent days.

A DOMESTIC SCENE IN ONE OF WEST BERLIN'S ALREADY OVERCROWDED REFUGEE CAMPS: With a daily average of up to 900 refugees arriving in the city from Soviet territory the camps are all hopelessly overcrowded, and segregating the sick from the fit has been impossible. Towards the end of January Dr. Adenauer's Cabinet at Bonn met to discuss the refugee situation, and it has since been announced that the Chancellor would summon the chief Ministers of the Länder of the Federal Republic to decide what further steps are possible to take some of the burden off the shoulders of Berliners. The situation has worsened not only because the influx has increased in recent weeks, but because bad weather has made it difficult to transfer many of the refugees to the West—hence the heavy strain on the limited resources of the Berlin refugee camps. Another matter that has been holding up the transfer of refugees has been the necessity for preliminary questioning in Berlin in order to prevent Communist agents getting through to the West. Last week it was being considered whether this preliminary questioning should be made briefer.

MADAME LYAUTEY RECEIVES THE INSIGNIA OF A GRAND OFFICER OF THE LEGION OF HONOUR : The aged wife of the former Marshal of France seen at her home in Casablanca as she was visited by General Augustin Guillaume, the French Resident-General in Morocco, for the purpose of making the presentation. Madame Lyautey is now old and ailing. Her husband was born at Nancy ninety-nine years ago, and after passing through St. Cyr, joined the French Army as a lieutenant of Chasseurs. He was on active service in Algeria in 1880-82, and became Resident Commissary General in Morocco in 1912, holding that post until 1925, with one interval in 1916-17 as Minister of War. In 1921 Lyautey received his Marshal's baton, without ever having served in France. In Morocco Lyautey built up the territory both economically and administratively, and he was probably the outstanding figure in the creation of modern French North Africa. He died in 1934.

PROPPING UP AN OVERHEAD RAILWAY TRACK IN NEW YORK : Workmen preparing to shore up one of the steel supporting pillars of the overhead railway in Brooklyn at the intersections of Liberty Avenue, Drew Street and 101st Avenue. A lorry collided with the pillar, knocking it out of position, breaking some of the horizontal supports above and causing the track to sag several feet. Only the quick thinking of a workman halted an approaching train.

THE FIRST TRIAL FOR HIGH TREASON BEFORE A GERMAN COURT SINCE THE END OF THE WAR OPENS AT BONN : Maria Knuth, a former actress, is seen on a stretcher in court at Bonn, where she is charged with having supplied information to the Polish Military Mission in Berlin from 1948. It is alleged that the defendant was a leading figure in the "Frankfurt spy ring," and that a bookseller in Berlin received her communications in cigarette packets. She was brought to the courtroom from hospital, where she has been confined with a serious illness.

THE PERSIAN RECONCILIATION—MULLAH KASHANI AND DR. MOSSADEK SHAKE HANDS : A deputation from the Majlis, including Mr. Makki (extreme left), had been charged with reconciling Mullah Kashani, President of the Majlis, and the Prime Minister, who had disagreed over the latter's demand for an extension of his plenary powers. The deputation had several separate meetings with the Mullah and Dr. Mossadek and, in accordance with a previous arrangement, half the members of the deputation accompanied each of them to the place of meeting, which was kept secret for security reasons. The meeting lasted two hours, and later the deputation announced that there was every hope that the rift was completely closed.

On left—

ITALIAN INDUSTRIALISTS AND PERSIAN OIL : Count della Zonca, the managing director of the Italian firm EPIM., leaving the house of Dr. Mossadek, the Persian Prime Minister, after reported talks with him on the purchase of Persian oil. The British Embassy in Rome has been in contact with Italian authorities over the case of the tanker *Miriella*, which has loaded oil at Abadan. Government spokesmen in Rome said that the Supor Company had given assurances that the *Miriella's* cargo will not go to Communist countries.

On right—

PERSIANS WELCOME THE ITALIAN TANKER "MIRIELLA" TO ABADAN : Captain Camario, master of the 3,457-ton *Miriella*, signing the autograph book of one of the many Persians who came aboard to welcome the ship at Abadan. In the centre is Signor Mortillero, agent for the Italian Supor Company, which is reported to have concluded a contract with the National Iranian Oil Co., for the purchase of 2,500,000 tons of oil.

DEMONSTRATORS DEMAND REFORMS IN KENYA

Scenes Outside Government House, Nairobi, as Europeans Appealed to the Governor After the Murder of More Britons

THIS WAS THE SCENE OUTSIDE THE DOOR OF GOVERNMENT HOUSE, NAIROBI, AS SOME 1,500 ANGRY EUROPEANS DEMONSTRATED IN SUPPORT OF THEIR PLEA FOR MORE DECISIVE ACTION AGAINST MAU MAU TERRORISTS : Mr. Leo Vigar is seen endeavouring to dissuade the demonstrators from storming the house following their march up the drive, where they had forced their way past the front gates. The demonstration took place after the murder of Mr. Roger E. G. Ruck and his wife and son at their home in the North Kinangop district, twenty miles from Naivasha, in the Aberdare Forest. Mr. Michael Blundell, leader of the European Elected Members in the Legislative Council, who was in conference with the Governor at the time of the demonstration, addressed the settlers and told them that Sir Evelyn Baring had promised to concede demands for an overall command and closer association of Europeans with executive decisions. It appears that the mass demonstration outside Government House took place without the approval of the Elected Members, even though many of those present assumed that they had been invited to a meeting in order to support the Elected Members during their conference with the Governor.

WHEN THE GOVERNOR REFUSED TO SEE THE DEMONSTRATORS : Armed police, both European and African, mingle with the crowd outside Government House. An inter-racial emergency council is being set up to advise the Governor on all aspects of the campaign against Mau Mau.

THE MARCH UP TO GOVERNMENT HOUSE : *Left*—A Government speaker tries to stop the crowd marching up to the lawns of the Governor's residence, and, *on right*, police and soldiers trying to break up the demonstration. It was only through the efforts of Mr. Blundell that the cordon of African police was withdrawn from outside the House. This action was sanctioned when it became known that Europeans apparently objected to the possible use of African police against Europeans attending the conference in Government House. The last big deputation of settlers to approach Government House took place in 1908, when the pioneers in Kenya colony clashed with the Government on the question as to whether or not Africans should be encouraged to work on farms owned by Europeans.

A SETTLERS' MEETING AT KIAMBU : Members of Mr. Leo Vigar's recently formed Kenya Empire Party show their approval of a resolution at a recent meeting held at the Forest Inn, Kiambu. *On left*—Mr. Stanley Ghersie, Member of the Legislative Council, addresses the meeting. Seated at the table are (from left) Norman Harris ; W. B. Havelock ; Colonel Doddington and secretaries. On the extreme left is Colonel Lumsden. The party expresses the views of the extremists among the settlers.

ON THE RHODESIAN COPPER-BELT

Life Among the Mineworkers Who are Making Wage Claims of More Than Ordinary Significance, Affecting the Whole Economy of Northern Rhodesia

There are many strange rumblings in Central Africa, not unconnected in aspect with those in Kenya and those in the South African Union, but at the moment the issues are industrial, and it may well be that they will remain so if wisdom prevails in the current deliberations.

In the Government township of Kitwe, in the rich mineral zone known as the Northern Rhodesian Copper-belt, Sir Hartley Shawcross, representing the mining companies, and Mr. Ronald Williams, representing the African Mineworkers' Union, have been discussing the wage claims of the coloured workers. European mineworkers have not been a party to the dispute, but they are watching the case, as also are their brethren in Southern Rhodesia, who are afraid of the effects of Central African federation on their own position.

Although ostensibly Sir Hartley and Mr. Williams have been debating a straightforward claim for more wages, the truth is that the African demands affect the whole economy of Northern Rhodesia, since 90 per cent. of its wealth is derived from copper. Work in the mines involves an industrial colour bar, with white workers doing one part of the work and coloured workers another. Conditions for the African mineworkers appear to have improved, about two-thirds of them now earning a basic cash wage of between £3 and £5 a month. Over 1,000 of them earn between £12 and £14, and another 1,000 earn wages extending up to £20. Lodging is free, and free rations valued at over £3 a month are drawn weekly by the miners' wives. Medical service is free and efficient.

Last December a £2,000,000 scheme for the improvement of housing and other amenities for coloured workers on the copper-belt was announced by Mufulira, Nchanga Consolidated, Rhokana Corporation and Roan Antelope. The scheme seemed to be an imaginative one, being designed to encourage and assist the progress of native adjustment to semi-urban social conditions in the copper-belt. The principal features of the comprehensive scheme are: improved fittings and fixtures in both married and single quarters; improved sanitation arrangements; larger houses for the bigger families; additional parks, children's playgrounds, and recreational facilities.

IN THE NORTHERN RHODESIAN COPPER-BELT—AFRICAN MINEWORKERS BEING SEARCHED BY MINE POLICE BOYS AS THEY LEAVE THE SHAFT-HEAD: This search is considered necessary to prevent the theft of explosives, fuses and detonators. The black powder from the fuses is often used in muzzle-loader rifles employed by the men in hunting expeditions. The African mineworkers are now a well-organised and vocal element on the copper-belt, and their recent pay demands are arousing keen controversy in the Rhodesias.

WAITING TO ENTER THE CAGE: European underground workers, drillers, rock-breakers, timber men and pipe-fitters, going on duty at Mindola, one of the Rhokana Corporation's mines. They work a forty-eight-hour week in eight-hour shifts. The European miners have recently won wage concessions, and they are now watching the efforts of the Africans to better their own conditions.

THE STRAW AND THATCH HUT OF A NOMADIC AFRICAN TRIBESMAN IN NORTHERN RHODESIA: The homesteader is sitting in his home-made chair and contemplating the domestic scene. Round his half-finished hut the chickens scratch around in search of sustenance. From such kraals mineworkers are recruited for the great undertakings on the copper-belt.

PRESENTING THE CASE FOR THE COPPER-MINING COMPANIES: Sir Hartley Shawcross, Q.C. (in foreground on right), former Attorney-General, seen in the court at Kitwe, Northern Rhodesia, where he has been representing the Selection Trust and Rhodesian Anglo-American in the wage claims involving 35,000 men of the African Mineworkers' Union who have been claiming an all-round increase of 2s. 8d. per day. Mr. Ronald Williams, also a British Labour Member of Parliament, has been appearing for the mineworkers in the case.

THE TYPICAL HOME OF AN AFRICAN MINE EMPLOYEE: This house in Wuzukiu Township is free to the mineworker and his family. Like other houses on the estate it is being fitted with electric light. Water and sanitation blocks are near by. The house consists of a living-room, a kitchen and the sleeping quarters.

BY CABLE-CHAIR TO VESUVIUS

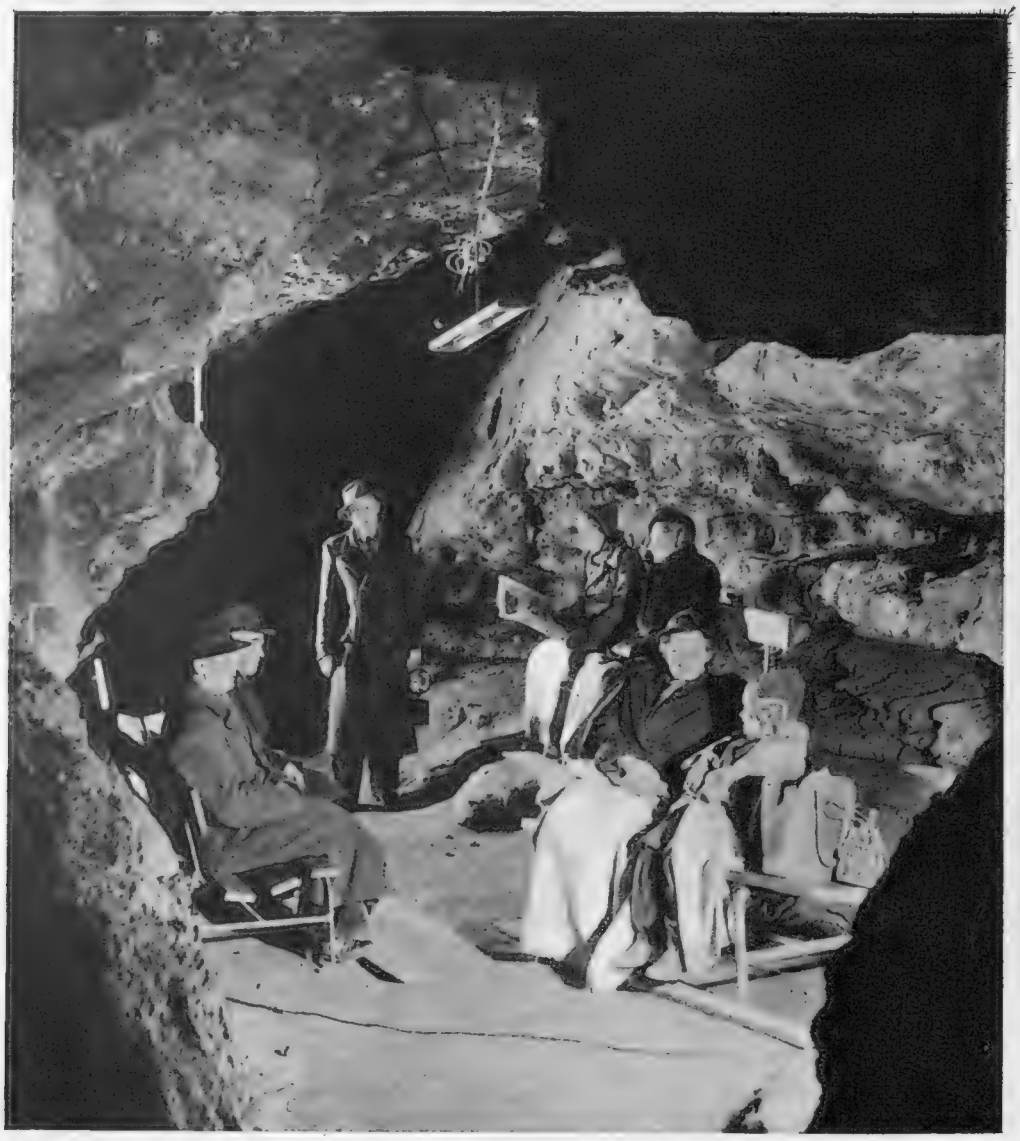
A New Chair-lift to Take Skiers and Tourists to the Summit of the Cone

A NEW CHAIR-LIFT CONSTRUCTED TO TAKE VISITORS TO THE SNOW-COVERED TOP OF VESUVIUS : This picture shows the cables on the steep slope of the volcano, with Sorrento Cape and Capri in the distance. Visitors ascend by train to the foot of the cone, afterwards transferring to the chairs.

THE UPPER CHAIR-LIFT STATION NEAR THE SUMMIT OF VESUVIUS : The old funicular to the top of the cone was destroyed in the eruption of 1944. Now skiers and tourists can go above the snow-line on the new chair-lift, to revel in the 18 ins. of snow or to admire the magnificent view of the bay. Three funicular railways on Vesuvius have been destroyed by lava since the first was built in 1880.

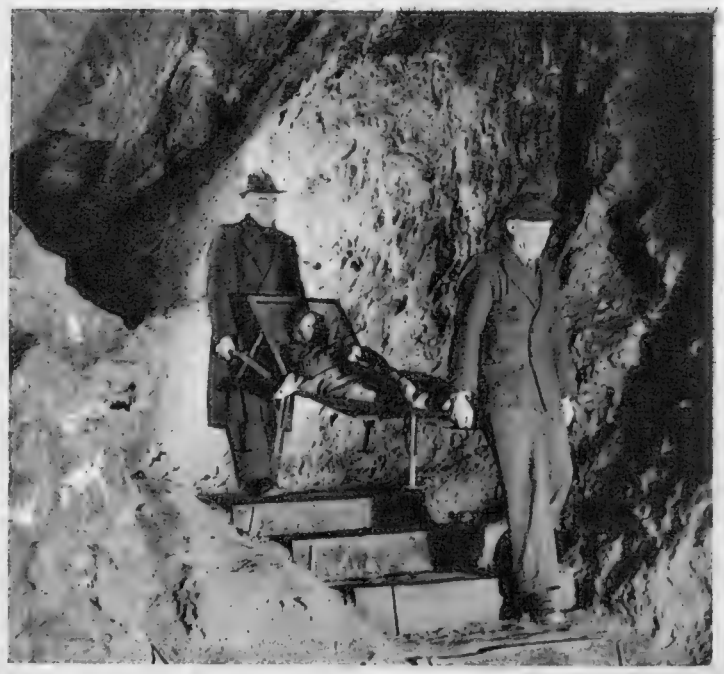
On right—

INSIDE THE UPPER CHAIR-LIFT STATION ON VESUVIUS : The rows of chairs are seen on arrival at the terminal building. The volcano itself is at present dormant, but is as spectacular as ever, and the sightseer with a head for heights will never regret making the trip.



NO ASTHMA FOR TROGLODYTES

German Asthmatics Seek Relief in the Caves of Klutert, in the Ruhr



***Above* and *on left*—ASTHMATIC PATIENTS, WELL WRAPPED UP AGAINST THE CHILL, TAKING THE AIR IN THE KLUTERT CAVES OF THE RUHR : The benefit given to asthmatics in these caves was first noticed when they were used as air-raid shelters. Now, stretcher cases and patients in wheelchairs have found that they can walk about after a few months of regular visits. The beneficial properties of the cave air is attributed to the high percentage of carbon dioxide it contains, to the low temperature and to the degree of humidity. The caves form a labyrinth of passages three miles long.**

BRITAIN'S FIRST GAS-TURBINE LOCOMOTIVE: With this new engine, built by Metropolitan Vickers Electrical Company, Ltd., for the Western Region, British Railways are keeping abreast of the times. The turbine drives an electric generator through gearing and the current produced drives six traction motors, three in each bogie. The maximum speed of the locomotive is 90 m.p.h. Its total weight is 123 tons. The case for using this type of locomotive in preference to steam traction rests mainly on economies from its higher efficiency and lower maintenance costs for equal work. In relation to Diesel traction its case rests largely on operating economies.

TRAINS IN THIS MODERN AGE

Can They Survive the Developing Competition on the Roads and in the Air, and if so, in what Form will They Take Their Place in the Scheme of Modern Transport?

By C. HAMILTON ELLIS

(*Author of "The Beauty of Old Trains" and "Some Classic Locomotives"*)

WITH DRAWINGS BY PAUL B. MANN

Last week in the House of Commons there was much talk about the alleged dirty state of railway engines, one Conservative Member coining a phrase and describing them as travelling soot-bags. The Minister of Transport made a mild rejoinder to the effect that it would be nice if everything on the railways (and elsewhere) were a little brighter, and a few moments later the House, in lighthearted mood, heard one of the enterprising young Back Benchers call for a Select Committee on Inter-Planetary travel. In fact, Mr. Lennox-Boyd, the Transport Minister, and Mr. Sandys, the Supplies Minister, had a very busy question-time. The former was also asked about the standardisation of automatic train control. All of which goes to show that transport is very much to the forefront in the minds of our legislators, not least the position of our railways in this modern age. In the following article Mr. Hamilton Ellis, an authority on railways, examines the present-day situation and comments generally on the future of rail travel.

FOR a long time people have asked, sometimes with sardonic glee: "What's going to happen to the railways?" It has been asked at least as far back as 1913, when passenger Zeppelins appeared in Germany, and much more since the air lines and heavy motor transport arrived. There have been many minor and two or three major prophets of doom. The late H. G. Wells foretold with undisguised relish the disappearance of the railways, as part of the coal age which he detested.

To survive, the railway must be self-supporting. It is useful to-day, but as a self-supporter it faces the difficulties of a lost monopoly. For our complex and very expensive railway system was designed for a monopoly, with internal competition.

Looking back over a century, it is easy to say what a pity it was that mechanical road and railway transport did not grow up together, as they very nearly did. The steam carriages of the early 1830's were excellent. But their promoters made the mistake of offering them as a substitute for all kinds of railway, instead of as a complement to the main lines. Without heavy backing, they died of crushing taxation and other persecutions.

So the railways were left, and came to include thousands of miles of minor lines which motor transport has now made economically redundant. In the past, Government, after harassing the railways, slyly encouraged them to compete as murderously as possible, to check the monopoly bogy. An imposing monument to that policy is the pair of railway bridges, side by side between Strood and Rochester, one of them disused for many years. So we have the railways as they are, and with air and motor transport everywhere, we wonder again what, if anything, is the future of the rail. The scrap-the-rails expert says it is quite simple—motorways for heavy traffic and the air for fast traffic. There is an embarrassing little matter of imported fuel and the employment of well over 500,000 railwaymen, but the main object of a railway is not to consume our own goods or to give employment. It is to provide transport.

A railway, *at its best*, has not yet been beaten for large-scale movements of either goods or passengers by land, safely and at reasonably high speed. Make a road system as elaborately signalled, controlled and otherwise safeguarded, and the result is uncommonly like another railway. The rail is the only automatic steering device by land.

In 1951 British Railways carried 284,803,000 tons of freight originating on their system (over 81,000,000 tons more than in the last pre-war year); originating passenger journeys numbered 1,001,308,000. The fatality risk was 1 to 23,286,000 journeys. In 1949 no passengers were killed; 1952 was a black year, with the second worst accident in British history, but still the safety ratio was, by road standards, incredibly high.

Yet one, and that one may be quite probably a railwayman, can become too easily complacent when regarding those comfortably imposing millions. The closing of minor lines continued; just now the Isle of Wight is at panic stations because our Railway Executive shows signs of sliding out of a responsibility which the admirable Southern Railway firmly shouldered for a quarter of a century, and poverty-stricken local companies before that. Clearly some local lines must go, but such closing may be overdone. Those who live elsewhere can afford a sardonic smile at the expense of communities which lose their railways and are then pained to find certain prices rising.

(*Continued on following pages*)

A CLASS F.5 LOCO PULLING A TWO-COACH TRAIN: It is halted at Easton Lodge, a station on the Bishop's Stortford to Braintree branch line in Essex.

ONE OF AMERICA'S FIRST "ALL-DOME" RAILWAY LOUNGE CARRIAGES: They have been built for the Milwaukee Road by the Pullman-Standard Car Manufacturing Company. The observation-dome section seats sixty-eight, and below is a snack and beverage lounge seating twenty-eight. The first "Super Dome" carriages went into service at the beginning of January.

A NEW STYLE OF LEVEL-CROSSING BARRIER INSTALLED BY BRITISH RAILWAYS AT WARTHILL, YORKSHIRE: These lifting barriers are the first of their kind in Britain, incorporating flashing "stop" lights, "stop" boards and floodlighting. This is the main line between York and Hull.

AN ARTIST'S IMPRESSION OF A [illegible] carry 200 passengers, ra[illegible] rail of the train would be [illegible] of conventional overhead [illegible]

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In regard to passenger traffic, one may ask: "Are the railways popular?" It is a more important question than many old-school railwaymen would think. In the old days the Great Western was popular and the South Eastern was not, but the public had to take what was offered or walk. Now it can drive or bus, and in many parts of the country the services of British Railways are not popular. Years of drabness on the Lancashire and Yorkshire Railway, and its successor, the L.M.S., helped to make Blackpool the greatest motor-coach terminal in the world. Years ago, in Edinburgh and Glasgow, the electric tram lifted the suburban traffic from the rails so abruptly that the railway companies seemed never to recover from the shock. Surveying the Glasgow suburban lines to-day one sometimes feels that any reform would come too late.

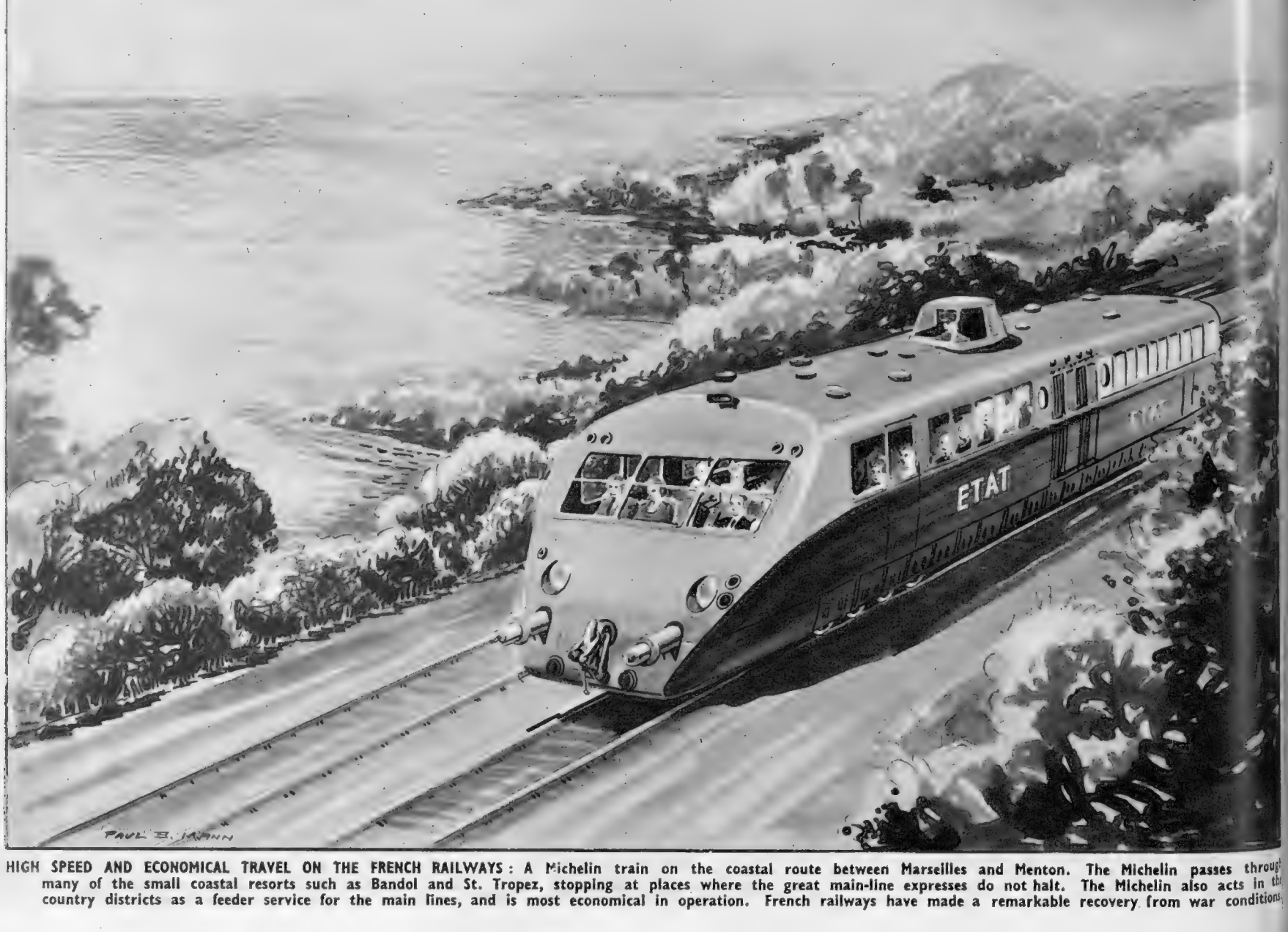
Yet traffic can be recovered. The little County Donegal Railways in Ireland have so far saved the situation by running oil-engined railbuses, with steam only for goods and heavy excursion traffic. The same has happened more recently on the West Clare line in the far west. Ireland is a country where the scrap-the-rails plan might be more workable than here, yet when, through a strike or fuel shortage, the Irish train service packs up indefinitely, the nuisance is prodigious.

On the French railways we have seen a very remarkable recovery from war conditions, which at one stage meant complete stoppage and enormous destruction from aerial bombing and sabotage on the ground. Many of the French minor railways have gone for ever, the *Maquisards* having, in some cases, given the *coup de grâce*. But on many others—cross-country and rural branch lines—the oil-engined car has not merely retained traffic, it has increased it. If the train, or equivalent railway unit, be sufficiently fast, while serving as many places as possible, and is not expensive, people will use it.

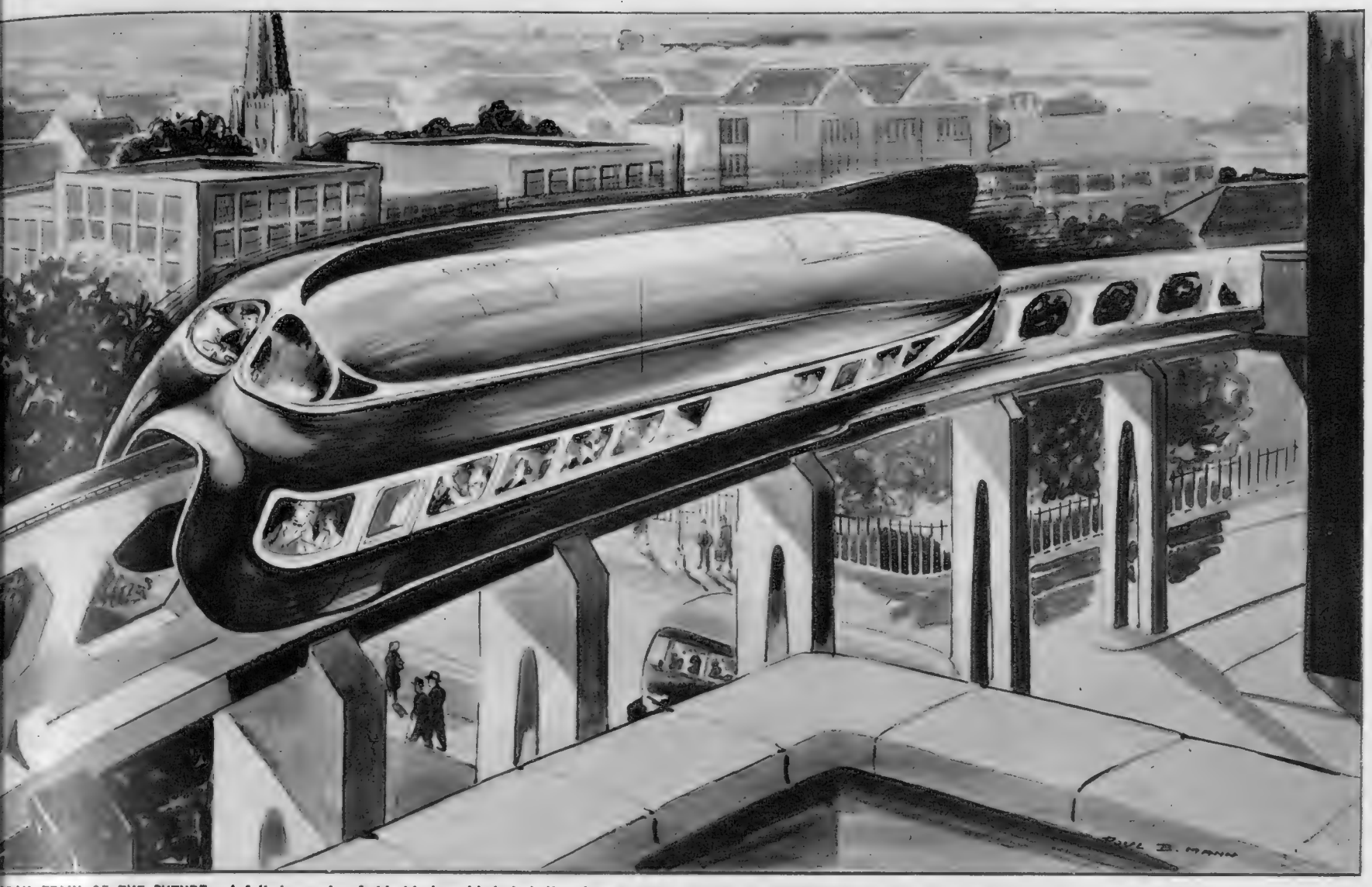
Much mud has been flung at our Railway Executive since January 1, 1948, and perhaps a little vitriol as well. The apologia is well known by now that during the war traffic was tremendous and maintenance down to a minimum, that good service cannot be provided with worn-out equipment—especially worn-out track. Critics of British Railways sometimes point to France, which, as we have seen, has enjoyed quite a spectacular railway recovery after worse ordeals. A French railway officer said to me, with a smile of conscious merit: "You see, *we* knew what to do with some of our American aid!" We were then riding at just over 90 miles an hour on the Paris-Lyons line. But what I was thinking of was punctuality. We had started late owing to a minor defect. It was rectified as we went along, and we knew we would arrive on time, with no French equivalent of "64 minutes late at Stafford—70 minutes late at Rugby."

This is not the time and place to keen over past glories, write elegies on the Great Western and cry "Alas, poor Yorick!" over scattered relics on the London and North Western (whose trains ran to time). Much more interesting are signs that soon the trains may run to time once more, on lines other than those of our Southern Region, where most of them do so already. One more foreign instance, though. Remember the yarn about Mussolini making the Italian trains run punctually? What really happened was that Mussolini's *coup d'état* coincided with the completion of railway reforms which had begun long before 1914, when the Italian railways were taken over by the Government from three poverty-stricken companies. But for the war the trains would have beaten Mussolini.

One of the most cheering things in the programme of British Railways is the recent decision to spend, immediately, up to £500,000 on two-car oil-engined trains, or double railcar units, which will provide



HIGH SPEED AND ECONOMICAL TRAVEL ON THE FRENCH RAILWAYS: A Michelin train on the coastal route between Marseilles and Menton. The Michelin passes through many of the small coastal resorts such as Bandol and St. Tropez, stopping at places where the great main-line expresses do not halt. The Michelin also acts in the country districts as a feeder service for the main lines, and is most economical in operation. French railways have made a remarkable recovery from war conditions.



ORAIL TRAIN OF THE FUTURE : A full-size train of this kind could, it is believed, 100 m.p.h. on suburban journeys and twice that on longer runs. The single d high above road traffic on slender concrete posts, avoiding the massive bridges ays. A model train of this kind was being tested last autumn in Germany, but the monorail idea is not new. The Ballybunion monorail started in the late 1880's and a propeller-driven car suspended from a single overhead rail was built by Mr. George Bennie near Glasgow in 1930 and has been lying derelict for years.

On right—

AN EARLY MONORAIL, ONE OF THE FEW EVER TO CARRY PASSENGER TRAFFIC : This curious train, which ran on a single raised line between Listowel and Ballybunion, Ireland, made its first journey in 1888. It was obviously desirable for the guard to ensure that passengers and freight were properly balanced on either side before the train started. The Ballybunion monorail led a struggling existence up to 1916, when it came under Government control. The control ended in 1921 and some of the carriages were badly damaged in the disturbances of the following year. The carriages could not be repaired and the line was finally closed in 1924.

TRAINS IN THIS MODERN AGE

MODERN PENNSYLVANIA MOTIVE POWER — A GIANT STREAMLINED LOCOMOTIVE OF THE AMERICAN RAILWAYS : This drawing shows the P. RR 4—4—4—4 high-speed passenger locomotive, which is capable of hauling a 1,000-ton train at speeds of around 100 m.p.h. It has two independent groups of driving wheels and four cylinders, and with its tender weighs over 400 tons.

relatively rapid local and inter-city services in non-electrified areas, with cleanliness, comfort and (most inhibited provision on Britain local trains !) adequate lavatory arrangements, these being installed in every other car, with the two cars gangwayed together. The cars, or pairs of cars, will be worked in multiple unit as required, up to eight-car trains, thus producing something like the admirable modern Southern electric trains. Of the older Southern electrics, the less said the better. One sees them being broken up in sidings along the Brighton main line, so peace be to their scraps !

The new Diesel trains (however questionable, the name sticks !) will give something like the speed and expedition of our better electric lines to railways on cross-country lines and in areas of the Midlands, where, at present, passenger traffic is at a low ebb indeed. If they are sufficiently fast to discount the time taken in getting to and from stations, and if they run at standard times which people can remember, they should not want for traffic. British railway companies in the past have, it is true, been a little chary of the railcar as a substitute for the train. In the '20's, and then not for the first time, light steam railcars appeared on many local lines in the North and the Midlands, and their success was not lasting. They could move only themselves and, in a few cases, a light trailer. Sudden peak loads knocked them out, and ordinary trains had to be substituted.

The Diesel trains should be proof against these disabilities. They will have the advantages possessed already by the multiple-unit electric train, without the need for converting the lines themselves. Two men can work two cars ; the same two men can work eight cars. They may well save, and not only save but stimulate, provincial travellers who otherwise would go finally and utterly to the bus. But apparently it has taken French, Irish and other extra-British experience to convince our authorities of this.

The present outlook on the steam-operated main lines is not sparkling, one must admit. Last summer there were only four passenger bookings at sixty miles an hour or over, start-to-stop ; one down and two up between Darlington and York on the N.E.R., and one on the Southern between Waterloo and Salisbury. Where, one wonders, is the glory that was Swindon and the

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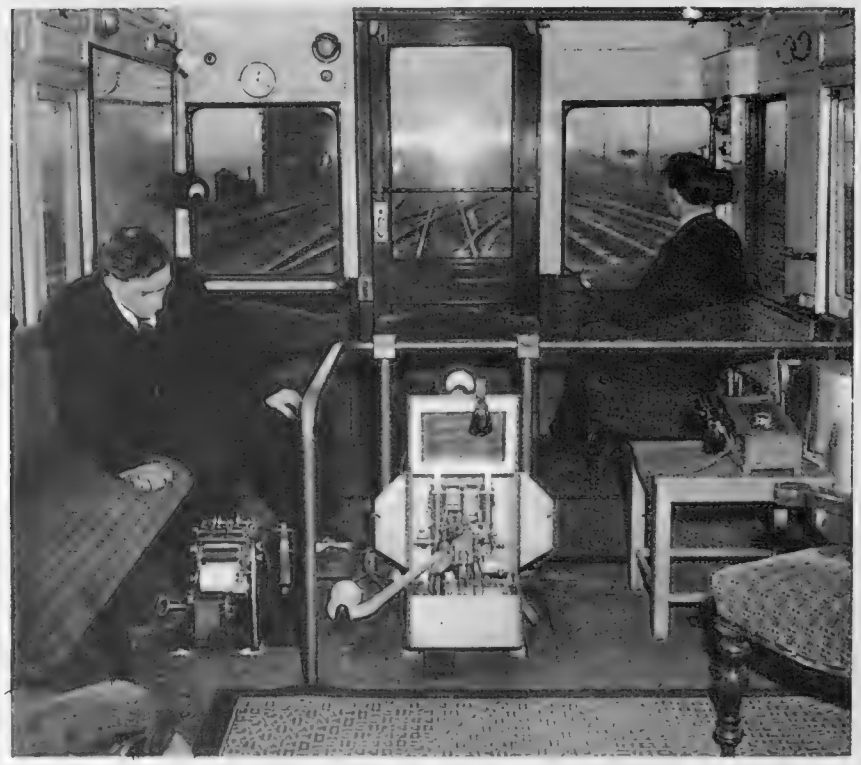
THE OLD AND THE NEW SIGNALLING INSTALLATIONS AT YORK, AN OUTSTANDING BRITISH ENGINEERING ACHIEVEMENT: *On left*—The York Locomotive Yard signal-box, the largest mechanical frame in the world, which was demolished on May 20, 1951. *On right*—The control room of the new signalling installation. It incorporates the largest route relay interlocking scheme in the world, controlling 33¼ miles of track in and around York and sixteen platforms at York Station.

TRAINS IN THIS MODERN AGE



RECORDING DEFECTS AND IRREGULARITIES OF THE RAILWAY TRACK—A FRENCH DEVICE BEING TESTED ON BRITISH RAILWAYS: This coach, with its instruments, was on loan to British Railways from the French National Railways. The delicate instruments in the centre record irregularities in the track over which the coach passes. It was being used on the Western Region and was one of a number of similar devices under trial to help British Railways to decide on a standard design which could be used in this country.

THE WOODHEAD TUNNEL UNDER CONSTRUCTION—BUILDING A VITAL NEW RAIL LINK BETWEEN THE SOUTH YORKSHIRE COALFIELDS AND THE LANCASHIRE MANUFACTURING AREA: This aerial picture shows the Dunford Bridge approaches both to the new and old tunnels on the Yorkshire side, linking with Woodhead, three miles across the mountains on the Cheshire-Derbyshire border.

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splendour that was Crewe? Still waiting until the standards of permanent way are fit to support them! The numerous new standard locomotives of British Railways have been designed, we are told, with an eye to the best points of those belonging to all the former companies. Call them dependable mongrels; for although they are not, perhaps, the ultimate masterpieces of steam locomotive design, they do their work reliably, and many of their predecessors, however well they performed in the past, were becoming worn out.

The same unimaginative adequacy is seen in the new standard passenger coaches. They strongly resemble those of the L.M.S., with Pullman vestibules and automatic couplers added, and are built entirely of steel apart from the furniture. Several behaved very well in the battering they received at Harrow last October. But those new carriages can hardly be called distinguished; their decorative scheme is poor, and the third-class seats are not so well designed as those of the Great Western and the Southern. Still, there is hope, in adequacy, of improvements to come. That improvements are constantly in mind we see from the valuable work in the very modern locomotive testing station at Rugby, and in the adoption of wind-tunnel experiments in the resistance of moving vehicles.

So, to electrification. Nearly all the central section of the Southern Railway was electrified by 1939; there has been no expansion since then, though the Company intended it. Anyway, railway prestige is certainly much higher in the south and west of the country than in other parts.

In the Midlands prestige will rise when electric working begins on the old Great Central line between Manchester and Sheffield, with its complementary doubling of Woodhead Tunnel. For over a century that choking bore through the Pennines has been every tunnel-hater's supreme example of infamy. The movement of coal from the great marshalling yards at Wath-upon-Dearne, across the backbone of England to the north-west, was the primary motive of the L.N.E.R. when it decided to electrify this line, but the passenger will greatly benefit, and so, probably, will passenger receipts.

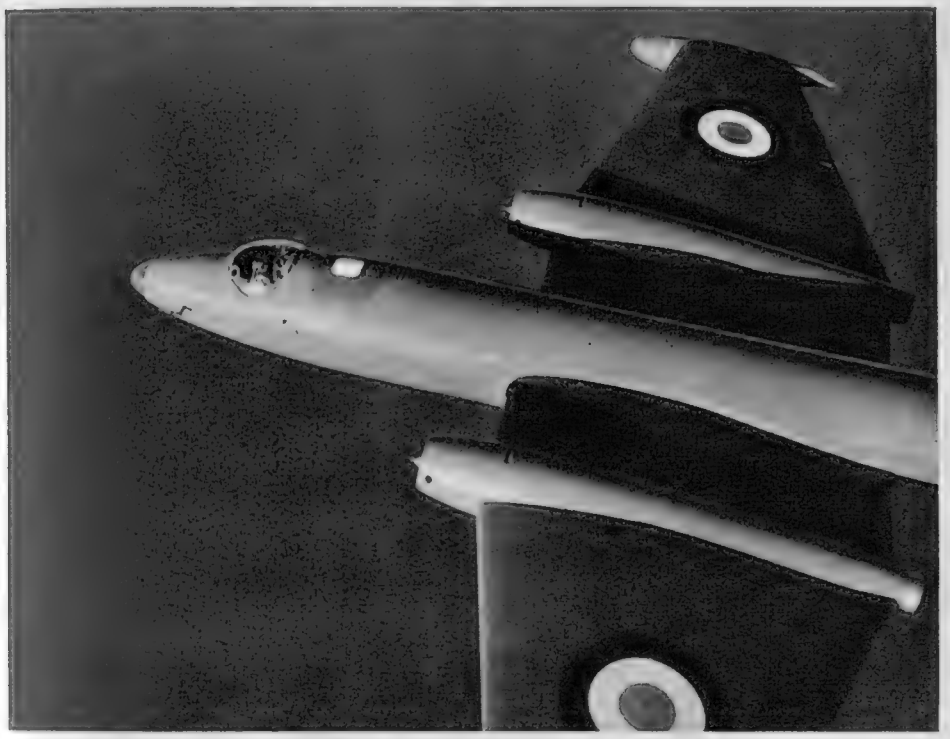
Using 1,500-volt direct current, with overhead contact and heavy electric locomotives, this line will be more fairly comparable to electrified main-line railways in France than anything already existing over here. Yet already French National Railways are experimenting with single-phase current at 50 cycles, with 20,000 volts at the contact line, greatly decreasing the number of sub-stations and giving a very economical system indeed. It is now in use on the line from Aix-les-Bains to La Roche-sur-Foron, and is to be adopted for heavy coal traffic in the Thionville area. Here is an example of how experiment must go on and new systems must be tried even while existing ones are expanding. Another thing which we should watch is the pneumatic-tyred steam express train which French Railways have been running in their Eastern Region for several years past. Ah, the noiseless railway carriage!

It would seem that British Railways do not intend to rest on their Manchester-Sheffield laurels. Something similar is half-promised by our Railway Executive for the Great Northern line out of King's Cross, even as far as Grantham. As an artist, I shall be sorry. Like the vanished clipper ship, the steam locomotive is supremely beautiful and lovable.

Looking into the remoter future, one wonders what other radical changes may come to the principle of railway transport. Technically a railway can be anything from a donkey line in a quarry to a telpherage installation—any form of transport that runs on or is guided by a rail. Early in this century there was much talk about 100-mile-an-hour monorails. Nearly twenty years ago an experimental thing—line is scarcely the right word—was built in Russia, in which an electric train ran on rubber balls in a sort of trough. Now a joint German-Swedish experiment revives the monorail once more, with a view to railway speeds which will effectively rival air transport from city to city. It is sharply super-elevated on curves; indeed, the train performs so steep a bank that one wonders what happens to the passengers and to any loose freight if it takes a curve slowly or stops on a curve. In a monorail with the cars hanging from an overhead track, such as the old Wuppertal line in Germany, and the "railplane" with which George Bennie experimented at Milngavie, in Scotland, over twenty years ago, the cars adjust their own angle to the perpendicular according to the speed at which they travel. Of various early attempts, Brennan's monorail cars were gyroscopic, Behr's had one running rail with guide-rails below, so did the Lartigue steam line at Ballybunion, Co. Kerry. It was grotesque, but it worked.

Quite possibly there is much more to be expected from the simple guide-rail than from the monorail proper. In this, the cars run with rubber-tyes on a plane surface, while horizontal wheels hold them to a central rail. The principle was recently applied to a disused branch of the Paris underground system.

The railway monopoly can never return, but the railways have their very important place in modern transport, which they can hold provided they keep pace with technical advances elsewhere.



THE RECORD-BREAKING CANBERRA JET BEING WHEELED OUT ON THE RUNWAY AT LONDON AIRPORT BEFORE THE START OF ITS FLIGHT FROM LONDON TO DARWIN IN THE TOTAL ELAPSED TIME OF 22 HOURS 21·8 SECS.: The journey of 8,608·5 miles was made at an average speed of 391·2 m.p.h., and but for headwinds in the closing stages the average might well have been over 400 m.p.h. *On left*—A striking close-up of the Canberra Mark III jet bomber.

In 1919 a Vickers Vimy aircraft piloted by Captain Sir Ross Smith took four weeks and two days to fly from Heston Airport, near London, to Darwin, North Australia, and the world hailed the feat as a piece of magnificent pioneering, which indeed it was. In 1926 Sir Alan Cobham did the first Australia and back trip, but his times were not appreciably faster than those of Ross Smith; then came Hinkler and Kingsford-Smith, both breaking the existing records by substantial margins, while in 1934 Scott and Campbell Black flew from Mildenhall in the England-Melbourne race in 71 hours 18 secs. In 1946 a Lancaster did the trip in under forty-eight hours, and now comes the achievement of the Canberra in an elapsed time of about 22 hours. On this remarkable jet flight the pilot and his navigating officer were on the way out to the rocket and guided weapons ranges in Australia, where they are to take part in experimental work. They declared on reaching Darwin that the trip had been smooth and uneventful despite headwinds, and all they really needed was a good sleep. Both the R.A.F. and the Royal Australian Air Force have entered Canberras for the England-New Zealand air race to be flown next October, so the time recorded on the present flight may well be a pointer to the times which will be achieved in the coming autumn.

LONDON TO DARWIN IN LESS THAN A DAY

An R.A.F. Canberra Jet Breaks New Records on a Flight to Australia

STREAKING ACROSS THE ENGLISH COAST: The Canberra Mark III flying over the water as it set out on the first stage of the England-Australia flight, the first objectives being Fayid, in the Suez Canal Zone, and then Karachi, which was reached in 8 hours 52 mins. at an average speed of 441·8 m.p.h. The plane was piloted by Flight-Lieut. Leslie Whittington, known as "Dick Whittington" in the R.A.F., and Flight-Lieut. Anthony Brown was the navigator.

ARCHITECTURAL TRENDS IN TOWN AND COUNTRY

Reconstruction in Golden Square, The City and Stratford; and a Plea for Preservation

GOLDEN SQUARE, A STONE'S THROW FROM PICCADILLY CIRCUS, IS RESTORED AND THE STATUE OF GEORGE II AGAIN FORMS THE CENTRE-PIECE: An overhead view of the reconstructed Square at the back of Regent Street, showing the three flower-beds, the centre one adorned with the statue of King George II habited as an ancient Roman. The statue (also seen *on left*), which is of Portland stone, repaired with cement and lead, on a Portland stone base, was originally at Canons, Edgware. It is the work of Van Nost and was erected in 1753. Golden Square, formed soon after 1688, and a fashionable place of residence two centuries ago, has lately been a centre of the woollen cloth trade. Among those who lived in the Square were Bolingbroke, Mrs. Scibber, Angelica Kauffmann, John Hunter and Cardinal Wiseman.

THE CONCRETE SKELETON OF THE NEW CHURCH OF ALL-HALLOWS-BY-THE-TOWER: The second stage in the reconstruction of this famous London church is now nearing completion and this view shows the partly-reconstructed Nave and south side aisle. On the right is the north aisle which was reopened in 1949. The new work, which is the design of Lord Mottistone and Mr. Paget, will conform with portions of the old church. The acute shortage of timber, together with gifts of steel from Canada and the U.S.A. (for All-Hallows is also known as the Toc H Church) influenced the architects' choice of reinforced concrete for the Nave arcade and roof supports. The reopening ceremony of the north aisle, performed in the presence of Queen Mary, took place a year after Queen Elizabeth the Queen Mother had laid the first stone to mark the start of rebuilding.

A PROTOTYPE FOR LONDON CHURCHES: This is the interior of St. Paul's, Stratford, London, E., which was consecrated by the Bishop of Chelmsford on the Eve of the Festival of the Conversion of St. Paul. The view shows the broad body of the church and the huge modernistic cross which adorns the east wall above the altar. In this new type of church, costing £15,000, the pews, which are painted in a shell-grey colour, reach almost up to the Communion rail. The walls and ceiling are painted in pastel shades, while fittings, including the structure above the font and the light suspensions, have an air of fragility. Although much has already been said against the styling of the church, it is expected to be popular. At the service of Consecration attended by the Lord Lieutenant of Essex, a large crowd, many of whom had been unable to gain access to the church, watched the Bishop as he knocked thrice upon the west door before going inside to take part in the service. The new church, which seats 300, replaces one destroyed by enemy action.

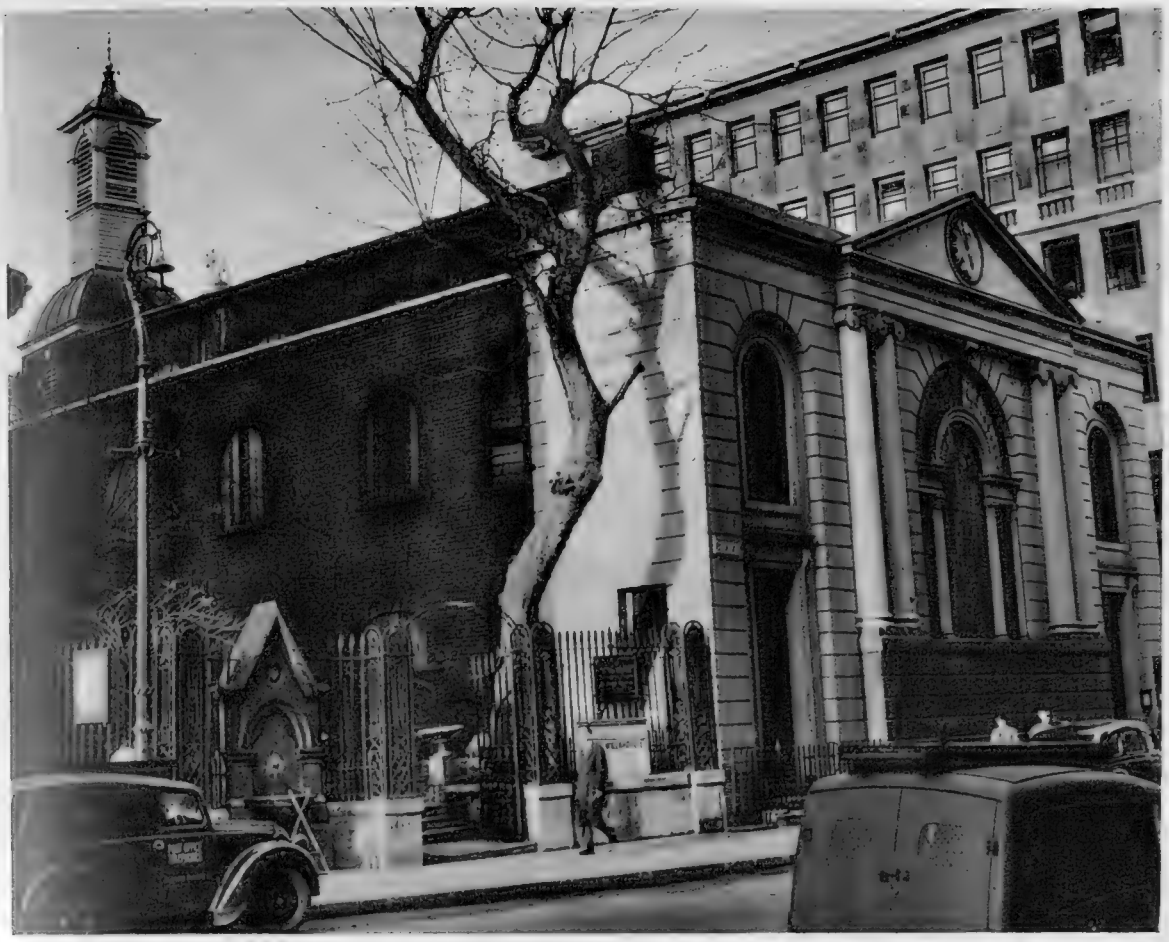
THIS HISTORIC MIDDLESEX BUILDING IS IN DANGER: A front view of the thirteenth-century Moor Hall, near Harefield, the preservation of which is being demanded by the Middlesex Local History Council. Now that it is empty, the owners of the Hall, Uxbridge Urban District Council, say its future is uncertain. Moor Hall was built for the Order of the Knights of St. John, and is believed to have been used as a chapel.

ANOTHER MIDDLESEX HOUSE WHICH, IT IS HOPED, WILL BE SAVED FROM DESTRUCTION: This is the rear of Swakeleys, a large country house situated between Ickenham and Uxbridge, now owned by the Foreign Office Sports Association, and in danger of demolition. As this is one of the county's historic buildings, for it dates back to 1638, the Middlesex Local History Council are demanding that it should be preserved. Swakeleys, brick-built and gabled, was mentioned by Samuel Pepys, the diarist. Inside, the staircase was decorated with wall paintings by Robert Streator in 1670.

OLD CHURCH, NEW STATUS

St. Botolph's, Aldersgate, Has Been Restored for Use as a Guild and Ward Church

During the Second World War, when large parts of the City were laid bare by bombing, a scheme for the reorganisation of the forty-six parishes of the City of London was published and the City's Master Church Plan came into being. Under this plan, twenty-four of the existing churches were to retain their former status while fifteen others were to be designated as Guild churches, having no parochial responsibilities but existing to serve the daytime population of City workers. In addition, it was proposed that in order to strengthen the links with the civic life of the City, any church, whether parish church or Guild church, could be appointed to serve as Ward church of the Ward in which it was situated. Already the scheme is in operation and the City is now becoming "a vast ecclesiastical laboratory" for new Pastoral techniques. One of the churches appointed to serve as a Guild church is St. Botolph's Without, Aldersgate, which, like so many other City churches, has had to be restored before taking up its new status. Last week Dr. Wand went to St. Botolph's and there in the presence of the congregation rehallowed the church in readiness for its new task. Also present was Sir George Wilkinson, Alderman of Aldersgate, for it has been arranged that St. Botolph's should be appointed as the Ward church for that Ward. In addition to its normal duties, St. Botolph's will now fulfil, in relation to the Ward concerned, a function similar to that which St. Lawrence Jewry, as the official church of the Corporation of the City of London, will fulfil to civic life generally. The known history of St. Botolph's goes back to the days of the twelfth century. The first church to stand on the site was of Saxon construction, and it was in that building that in 1377 was founded a Brotherhood of St. Fabian and St. Sebastian.



THE CHURCH OF ST. BOTOLPH WITHOUT, ALDERSGATE, LONDON, E.C., WHICH HAS BEEN REOPENED AS A GUILD CHURCH AND THE WARD CHURCH OF ALDERSGATE: The church, which stands at the corner of Little Britain, once the home of publishers and print-sellers, was rehallowed by the Bishop of London last week during a Thanksgiving Service after restoration made necessary by wartime damage. Present at the service were Sir George Wilkinson, Alderman of Aldersgate, and the members of the Common Council for the Ward. The present church dates back to the mid-eighteenth century when it replaced the earlier church which was slightly damaged during the Great Fire. The steeple was rebuilt in 1627. The churchyard, long laid out as a garden, is known as "Postman's Park" by reason of its close proximity to the G.P.O.

On left—
THE GRACEFUL ARCHED CEILING OF THE NAVE: The ceiling is supported by the Corinthian columns which rise from the gallery fronts. The beauty of the interior of the church is in marked contrast to its exterior.

THE RENOVATED ORGAN IN ITS POSITION IN THE ALCOVE AT THE WEST END: Just above the door and in between the two boards bearing the names of the benefactors to the Ward Schools is a plaque commemorating the work in 1871 when the church was Repaired, Beautified and Reseated.

THREE OF THE ORIGINAL STAINED-GLASS WINDOWS WHICH ESCAPED SERIOUS DAMAGE: *On the left* is the window depicting Christ walking on the water, and presented in 1886 by George and Jane Mills in memory of their father and mother. *In the centre* is the east window showing Angels administering to Christ in the Wilderness, and *on the right* the Good Shepherd window which was presented by James Rowley, Churchwarden, on St. Botolph's Day, 1886. This last window, which was damaged by bombing, has now been restored. St. Botolph, to whom the church is dedicated, was a seventh-century English Saint, and also the Patron of travellers. For this reason churches dedicated to him are located near the sites of old City gates.

A CARGO SHIP AGROUND AT THE ENTRANCE TO THE PORT OF LIVERPOOL: The *Port Macquarie*, a vessel of 7,319 tons, seen with sightseers standing round her bows as she lay aground in the Crosby Channel, just off the main approach route to Liverpool by way of the Bar Lightship. The vessel, outward bound, had only recently left No. 2 Branch of the Gladstone Dock. The first attempt made by tugs to refloat her failed, but a later attempt succeeded and the *Port Macquarie* returned temporarily to Liverpool. The ship is owned by the Port Line Limited and her port of registry is London. She was built on the Tyne in 1944. The entrance to Liverpool Harbour is not by any means easy, and for this reason the Bar Lightship is one of the most powerful and effective in the world, guiding ships in and out over the Bar. The Mersey Bar is about 14½ miles from the Liverpool Landing Stage, and the lowering of the Bar has been the constant endeavour of the port authorities.

SHIPS and the SEA

A LITTLE CRAFT GOES WORLD VOYAGING; A GREAT LINER SINKS IN DOCK; AND OTHER NEWS

DEAL'S LOSS IS HASTINGS' GAIN—THE MYSTERY OF THE SOUTH COAST SPRATS: *Left*—Veteran fishermen of Deal standing near their boats and nets. They have been bemoaning the bad sprat season; meanwhile at Hastings the sprats have been coming close inshore and it has been possible to pick them up in shrimp nets by just wading knee-deep into the water. *Right*—Some of the Hastings fishermen are seen picking up handfuls of sprats from the beach. Meanwhile the position at Walmer and Deal is creating a crisis in the fishing industry and over 100 fishing-boats are high and dry on the shingle. The Deal sprat fishermen once supplied three canning factories in the town. Some fishermen are saying that the reason for the absence of sprats at Deal is accounted for by pollution caused by material discharged at Sandwich from the colliery workings.

ACROSS THE ENGLISH CHANNEL BY PEDAL-BOAT: Mr. J. J. du Preaire, aged thirty, of Worthing, Sussex, in the pedal-operated craft in which he crossed the English Channel at the beginning of last week. Mr. du Preaire was watched by a crowd of about 100 as he set off from Ramsgate. He said that he expected to reach Calais in between eight and ten hours, and hoped to continue along the French coast to Le Havre, afterwards returning across the Channel to Southsea. About twenty-four hours after leaving the English coast he beached his tiny craft at Cap Gris Nez, and it was considered likely that he had been carried off his intended course by the strong Channel currents.

SETTING OUT ON A JOURNEY ROUND THE WORLD IN AN OUTBOARD MOTOR-BOAT: Captain Alvin Rogers, of Texas, leaving St. Petersburg, Florida, in the 16-ft. stainless steel boat in which he hopes to circumnavigate the globe. His first important stop is scheduled to be Cuba. From there he is to cross the Caribbean to the Panama Canal, where he will attach to his boat a large aeroplane fuel tank, to act as a combination outrigger and an extra fuel tank. With this, and with provisions which will last him many months, he is to attempt the 5,000-mile journey to Tahiti. His only companion on the voyage will be his cat. Captain Rogers believes his trip round the world will take three years.

HOW COULD IT HAVE HAPPENED IN TWENTY-FOUR HOURS?—THIS WAS ONE QUESTION PEOPLE ASKED ON THE MORNING AFTER THE DISASTROUS FIRE IN THE CANADIAN PACIFIC LINER "EMPRESS OF CANADA," WHICH WAS BURNT OUT IN GLADSTONE DOCK AND THEN TURNED ON HER SIDE THROUGH THE WEIGHT OF WATER POURED INTO THE HULL BY THE FIREMEN: It will be at least a year before the *Empress of Canada* is refloated. The ship was insured against ordinary risks for £1,200,000, and in addition £300,000 was placed on increased values, making a total liability for the insurance market of £1,500,000.

Captain Colbeck, Marine Surveyor and Water Bailiff of the Mersey Docks and Harbour Board, in describing the loss of the *Empress of Canada*, declared last week: "We have never had anything like the proportions of this disaster before. The *Empress of Canada*, now lying on her side in the Gladstone Dock, is of over 20,000 tons, while the *Matrona*, a Greek vessel which capsized about three years ago, was only 14,000 tons. Salvaging the *Matrona* cost £100,000." At the time of writing, the method of salving the *Empress of Canada* has not been decided. One system is by par-buckling, which involves the installation of powerful steam winches on the quayside and lifting the ship with steel hawsers connected to tripods on the upturned side of the vessel after some buoyancy has been obtained. To obtain this initial buoyancy it will be necessary to pump 1,200 tons of fuel oil out of the hull. An alternative method of salvage is to obtain straightforward buoyancy, which cannot be achieved until all openings have been sealed, and all water pumped out. Since the disaster to the *Empress of Canada*, C.P.R. officials have been conferring in Liverpool and in London about finding accommodation for 17,000 people who have booked passages in the *Empress of Canada* during the next nine months.

HOW THE SEAS AND ROCKS OF CORNWALL HAVE SHATTERED THE HELPLESS WRECK OF A STEAMER: The picture *above* was taken in January 1952, when the crew of the steamer *Liberty*, aground on the rocks at Cape Cornwall, near Land's End, were being rescued by breeches buoy. The picture *on right* was taken a fortnight ago, and shows the shattered remains of the vessel after a year's buffeting by the seas and rocks. In the foreground lies the upturned bows of the *Liberty*, and among the debris behind, the vessel's boilers can be recognised. The *Liberty*, of 5,250 tons, belonged to the Cia Maritima International and her port of registry was Monrovia, Liberia. Thirty-eight men were aboard when she went aground. Last month seven Cornishmen, who helped rescue the crew, received Royal Humane Society awards.

THE CRIMINAL AND THE JUDGES

THE DEBATE ON THE VEXED QUESTION OF CORPORAL PUNISHMENT FOR HARDENED AND VIOLENT OFFENDERS

By JOHN GORE

IN the last months, as crimes of violence, preponderantly done by young criminals, have increased, the voice of the public has grown more and more clamorous for a review of the Criminal Justice Act. It is generally agreed by all concerned in primary and plenary Courts of Law that the introduction of that reforming and in many respects noble measure was untimely, in so much as many of the remedies substituted for older and outworn forms of penalty were not ready or available to judges. With the result that the Act has worse confounded the state of justice and defeated itself, consigning to antiquated and overcrowded prisons for immensely long sentences the very type of criminal, especially juveniles, whose reform was a principal object of the measure; above all, by attempting to segregate the young offender from contact with hardened criminals.

The Criminal Justice Act contained no provision for corporal punishment in any form (except in one broadly irrelevent particular), and it is on this point that the voice of the public has become clamorous and urgent for reconsideration. Many lay magistrates will probably agree that a review of the Act might well go deeper, and that the Act as it stands requires further consideration in the clarification of the phraseology of some of the forms of sentence after conviction in cases where neither punishment nor probation is considered as suitable. Certainly the "absolute discharge" has so far been little understood by the layman or, indeed, by the convicted person.

The Act has been in force for four years, and it is difficult to argue that it has achieved its objects as well as was hoped by those who drafted it so carefully and with such good intentions.

The Government responsible for putting it on the Statute Book before its vital provisions were available and before its good intentions had been tested and comprehended, must bear the blame for much of its failure. The incidence at its inception of an abnormal wave of violent crimes was perhaps more unfortunate than foreseeable.

The Pendulum Swings Full Out.—Of course, the Act was on the right lines. No sentient man could argue in the contrary sense. The humanising of Criminal Justice was overdue, but the Act is a fine example of a trait often to be observed in the British character, its tendency to fly from one extreme to another, to carry reaction to all lengths and often to absurd lengths, to persist too long in outworn methods, and then, in a moment of realisation and repentance, to "scrap the lot" and invest in new gadgets before they have been tried out.

There is nothing more ridiculous in the British character than when it is caught in one of its periodic fits of morality, or, for that matter, of sentimentality or humanitarianism.

On these occasions we abandon a sense of proportion and of humour, become impatient of compromise and assume a fanatical zeal which condemns delays and testing times as weakness or sin.

So it was with the "new model" of juvenile court procedure. Time and a return of some sense of proportion have since its inception modified some of the extremes of its absurdity which exorcised every deterrent to the young delinquent which the majesty and dignity of the Law might afford, and substituted a court composed of policemen in mufti disguised as jolly uncles and of cooing and clucking lady magistrates whose coddling of the young villains evoked the very opposite of the desired reactions. The Juvenile Courts to-day have compromised as a result of experience, and are working on the right lines. The time has certainly come for a review of the Criminal Justice Act of 1948 in the light of four years' experience in an unexpectedly serious crime wave.

Probably only a small proportion of those who argue in speech or in print pro or con the question of the re-imposition of corporal punishment are obdurate or immovable in their convictions. There are always fanatics at the poles of every controversy; but the bulk of the public who concern themselves with the question are more open-minded and seek careful ventilation and re-examination as a *sine qua non* to a right and individual judgment.

It may be justly claimed that but a tiny fraction of those who are inclined to favour the return to judges of the Higher Courts of an option to impose some form of corporal punishment on convicts of a certain type in certain forms of crime, are blind to the overlong inhumanity of the Criminal Code or are opposed to the principle of curative and reforming treatment. Some of them may be swayed by fear when they observe how little the police to-day can do to ensure the safety of the citizens, how many of the criminals escape detection. But with the majority, I feel no doubt the most persuasive argument with them is the belief that the old principle that Society must be protected against the criminal has been almost totally and quite ridiculously abandoned for the principle that the criminal must be protected against himself; the reaction to humanitarianism has gone almost to the absurdity that he must be protected against Society.

THE FIRST FLOOR OF THE PUNISHMENT BLOCK IN PARKHURST CENTRAL PRISON, NEWPORT, ISLE OF WIGHT: The men imprisoned here are not allowed to work in the prison shops, therefore each must do his daily stint in the cell. Before the passing of the Criminal Justice Act of 1948 Parkhurst was called a convict prison, where criminals under penal servitude were sent. Now it is being turned into Britain's first-ever preventive detention colony. Daily the ordinary prisoners are being weeded out and soon only those will remain who refuse to reform and have to be segregated for the safety of society. Before a man goes to Parkhurst he spends a period in a local prison. Regular reports on his progress are sent to the Prison Commissioners and he will only be sent to Parkhurst if it is felt that he can benefit from the training.

Vanity a Root Cause.—Lay magistrates and High Court Judges alike are very well aware that one of the prime causes of juvenile crime, and especially crimes of violence, is vanity; the desire to brag and to show off pistols and knives to their companions was always a characteristic of a certain type of small boy, and with the modern range of pictorial inducements to violence and lawlessness, this natural vanity has had free rein.

Vanity is best corrected by humiliation and ridicule, and the birch is the best corrective, as centuries of practice in public schools have proved. At any rate, there the birch has not been found to turn all its victims into hardened criminals or embittered Ishmaels. On the contrary, it has turned hundreds of them into bishops, pro-consuls, statesmen and generals, admirals and judges.

I have come across no responsible person who wishes to see the return of flogging or the cat. The responsible people who have aired their views in my hearing or in such print as I have read, ask no more than that immediate consideration at highest level should be given to the pros and cons of restoring (to meet an unexpected danger which it is hoped may be temporary) the power to High Court judges and chairmen of Quarter Sessions to order birching in certain cases where long or shorter terms of imprisonment are definitely not in the spirit of the Act, and were not contemplated by it, sentences which are being forced on these judges against their wills by the sheer present lack of better alternatives.

Accordingly, I welcome the outcome of the present clamour in the Private Members' Bill now for consideration, and in the Magistrates' Association's poll of opinion from its members. Its members number about half of the present lay magistracy, and if the questions are put to them freely and without one-sided propaganda, the answers might be a useful pointer to the views of the whole body.

What the majority opinion will be is by no means a foregone conclusion. I am no longer a member of the Association and have not seen the questionnaire. It is by no means certain that the result would be conclusive, because I believe a majority is not fanatical one way or the other, but is seriously concerned with the failure of the Act and demands a high-level re-examination of it.

Fanaticism à Outrance.—In the past decades we have the conclusive evidence of history that the brutalities which human beings are capable and willing to inflict on their fellows are more foul and fearful than anything which records have handed down from the darkest ages in our evolution from caveman existence. It is significant (and a fine tribute to our culture) that in such times, and after such searing experience, we in Britain should have staged so tremendous a reaction to humanitarianism, even to the point of sentimentality run mad (even to the length of forgetting the *victims* of aggression).

Such extremes in reaction, as I have said, are peculiar to our national character and, though often deserving of commendation, are not seldom deserving of ridicule.

Of one thing I am sure. Those judges of the Superior Courts who have come out strong in favour of the return of birching in special cases are not sadists or brutalised by their trade. They are men whose bitter experiences and frustrations in the past decade have forced them to recommend in a great emergency a backward step in penal reform, as a means of avoiding far worse evils in penalties for crime, forced on them by the fact that the Criminal Justice Act came into force before its new remedies were available and before all its clauses had been adequately considered and pondered.

As for fanatics, I have said they stand clamorous at the poles of every controversial subject in social life; from Sunday Observance to corporal punishment, in matters of ritual and dogma, as in matters of dress and gamesmanship. As a type, the fanatic is 100 per cent. He is obstinate, deaf to argument and blind in the eye not focussed on his telescope. But in the matter of corporal punishment, the *No* fanatics seem to be far more fanatical than the Yes-men. The Yes-men ask for examination, the No-men for excommunication. It is surely more blind and obstinate fanaticism to condemn judges of the calibre of Lord Goddard or Lord Justice Asquith as half-sadist, half-retrograde, than to urge reconsideration of an Act of Parliament to meet an emergency.

A MORNING PARADE AT A NEW TYPE OF JUVENILE DETENTION CENTRE NEAR OXFORD: This detention centre at Campsfield House, Kidlington, was opened by the Home Office in August of last year. The centre's purpose is to provide an alternative to imprisonment for the young offenders who do not need the prolonged training of the approved school or Borstal, but are not likely to respond to probation. Recently the first nine boys to have completed the ten-weeks course left the centre, and they were unanimous in saying "Never again." The Warden aims to teach young offenders obedience, good manners, high standards of cleanliness and self-discipline.

KIT LAY-OUT AT CAMPSFIELD HOUSE, KIDLINGTON: A young offender preparing for the morning inspection.

On right—

CHRISTOPHER CRAIG IS CARRIED ON A STRETCHER INTO CROYDON MAGISTRATES' COURT: The case of Craig and Bentley focusses the nation's attention on juvenile crime.

CHURCH, FARM BUILDINGS AND HOUSES OF A WALCHEREN VILLAGE STANDING AMID A WASTE OF FLOODWATERS ON WALCHEREN ISLAND: In Walcheren, the Ramekens Dyke, bombed during the war and afterwards rebuilt, collapsed last Sunday and completely flooded the town of Flushing and the south-east quarter of the island, while the breaking of the Sloe Dam, over which the road and railway ran, has completely severed the link with the Beveland Peninsula, and this in turn is cut at its base from the Dutch mainland. Practically no section of Holland's North Sea coast has escaped the toll of the floods, and the gales and high tides of last Sunday, quite apart from the immediate damage they did, have left behind them miles of dangerously weakened dykes. Much of Rotterdam has been under water, and it was announced last Tuesday that the city was only approachable from the north. On the same day the Netherlands News Agency made known that nearly 1,000 deaths had been recorded in the floods, and added the reservation that there were many people still missing. One-sixth of Holland's land surface is under water.

HOLLAND SUFFERS A MAJOR FLOOD DISASTER

Walcheren Inundated by the North Sea as the Dykes Collapsed in the Storm—A Death Roll of 1,000 and Many Still Missing

THE SEA DEFENCES OF DUIGELAND ISLAND, ON THE DUTCH COAST, ARE OVERWHELMED: Here fifteen breaks occurred in one system of dykes, and the sea, whipped by the gale and the spring tide, poured on to the low-lying land. Queen Juliana has left her Palace at Soestdijk and is now touring as many of the flood areas as can at present be reached.

THE RUINS OF A RESTAURANT ON THE SEAFRONT AT KATWIJK: Here is a typical example of damage on the Dutch coast where the flood-waters piled up in just the same manner as they did on Britain's East Coast. If anything, the long-term effects of the Dutch disaster are likely to be even more serious than in the English disaster.

HOME NEWS IN PICTURES

THE A-BOMB DEFENCE EXERCISE AT CLAPHAM—ACADEMICIANS GET TOGETHER—SEA DEFENCE OPERATIONS IN N.E. NORFOLK—INDIA DAY IN LONDON—A SCRUB FOR EROS

DEMONSTRATING WHAT MIGHT HAPPEN IF AN ATOMIC BOMB WERE TO EXPLODE 700 FT. OVER CLAPHAM JUNCTION: Mr. John Paterson, Principal Officer of the London Civil Defence Region, pointing out various features in a model of South-west London at a gathering of municipal authorities engaged in civil defence work. The demonstration took place in the Clapham Swimming Baths. Realism was added to the demonstration by a siren wailing on the loudspeakers and the lights going out. Gun-fire and bomb-bursts recorded in the London blitz then echoed through the room, a canister exploded and an atomic mushroom cloud ascended above the ribbon of the Thames. When the lights went up a sinister brown patch on the floor map marked the radio-active area of complete devastation covering 1,200 yards in radius. There was no hope for the 12,000 people in this ground zone, it was explained.

ACADEMICIANS OF ALL THE ACADEMIES MEET: Sir Gilbert Scott, the distinguished architect, and Sir Alfred Munnings, the well-known painter of animal studies, seen at a get-together cocktail-party of the four Royal Academies—art, dramatic art, music and dancing. For the occasion 300 guests gathered in the crimson-and-gold Reynolds Room of Burlington House.

EROS GETS HIS CORONATION SCRUB—METAL RESTORERS AT WORK ON LONDON'S ALUMINIUM GOD OF LOVE: The famous statue is now at the bronze foundry of the Morris Singer Company, Dorset Road, S.W.8, where the dust and grime are being removed before it is returned to its pedestal in Piccadilly Circus. Meanwhile, the London County Council is installing a new pumping system in the Shaftesbury Memorial Fountain on which the little god is perched, and the bronze castings of the fountains, which have deteriorated, are being made watertight.

ONE-SIDE PARKING IN LONDON STREETS—A NEW PLAN TO EASE TRAFFIC CONGESTION IN THE METROPOLIS: This picture of Sackville Street, Westminster, was taken on the morning of January 27, when the new scheme came into operation. From that date, in thirty-one London streets, parking is allowed on only one side and no car may park for longer than twenty minutes. The rules apply on alternate sides of the affected streets on odd and even dates from Monday to Friday.

A TOW FOR THE COMMODORE—A NAVAL SEND-OFF AT THE DEVONPORT BARRACKS: The naval officers are towing the car as part of their farewell to Commodore B. Bryant, who has been in command of the Devonport Barracks since January 1951, and who is shortly to take over the command of the cruiser *Glasgow* in the Mediterranean. Commodore Bryant is succeeded at Devonport by Commodore J. E. H. McBeath.

THE BATTLE TO BEAT THE NORTH SEA ON THE EAST ANGLIAN COAST : Excavators at work at Walcot, near Bacton, Norfolk, in preparation for building a £7,000 wall of concrete designed to save the main coast road from destruction through the eroding action of the sea. If this battle to secure the road is successful, ratepayers may be saved £60,000, which would be the cost of building a new road farther inland. Success, however, may be only temporary, an engineer has warned, as the sea is steadily making inroads on the north-east Norfolk coast. Groynes may have to be erected to strengthen the new walls, and to break the immense pressure of the seas as they come surging shorewards. Lowestoft has been another point of attack by the sea in recent years.

TAST[illegible]HE JOYS OF RAILWAY CAMPING : A party dining in one of [illegible] railway camping coaches which have been on public [illegible]ction at Paddington, Temple Meads (Bristol), Snow Hill [illegible]mingham) and other centres to show the public the amenities offered on such a holiday. The camping coaches are rolling-stock that have been trimly and imaginatively converted into caravans, and they stand throughout the summer months in sidings by the sea or in the heart of the countryside. Western Region of British Railways will have thirty coaches in use this year in the Thames Valley, in the West Country, and in Wales. In all, British Railways will have more than a hundred such coaches

On left—

CAMPING IN COMFORT FOR ABOUT £1 PER HEAD PER WEEK : Two campers in the berths provided in one of the Western Region's camping coaches. The coaches are designed to provide beds for eight persons in four-berth and two-berth compartments.

THE THIRD ANNIVERSARY OF THE FOUNDING OF THE INDIAN REPUBLIC IS CELEBRATED IN LONDON : Mr. B. G. Kher, the High Commissioner for India, speaking at the celebrations at India House. Seated beside him is Mr. Clement Attlee, Prime Minister in the days when India gained her freedom, and beside Mr. Attlee are Mr. J. G. Foster and Mr. Krishna Menon, the former High Commissioner for India. Indian residents, students and visitors from all parts of Great Britain assembled for India Day, and they heard Mr. Kher remind them that this was not only the third anniversary of the establishment of the Indian Union as a Republic retaining its membership of the Commonwealth, but also the twenty-third anniversary of the pledge by great numbers of Indians to work for complete independence. In the evening the High Commissioner held a reception.

QUEEN MARY RETURNS TO LONDON: Her Majesty is assisted from the train after her arrival at Liverpool Street Station following her Christmas holiday with other members of the Royal Family at Sandringham. Queen Mary was seen off at Wolferton Station, Norfolk, by Queen Elizabeth the Queen Mother, who later returned to London by car, the Duke of Cornwall and Princess Anne. As the train left the station the Queen's children waved to their great-grandmother, Prince Charles still holding the flag and whistle which he had used to give the train the starting-signal. Queen Mary made the journey to London in a special coach attached to one of the normal service trains from Hunstanton, and then travelled by car to Marlborough House.

THE PRIME MINISTER, BACK FROM AMERICA, HOLDING A PRESS CONFERENCE ON BOARD THE "QUEEN MARY" AT SOUTHAMPTON: Mr. Churchill, during the fifteen-minute conference, told the newspapermen: "I have had a very pleasant journey and I am very glad to have visited this wonderful and famous island of Jamaica and also to have renewed some of my American contacts and friendships. I have had a change rather than a rest, but I think I have come back better for it. My wife and I have enjoyed ourselves very much, and are grateful to everybody for their kindness and hospitality." In Mr. Churchill's baggage were three landscapes he had painted in Jamaica and he said that in addition to these he had done a little work on his memoirs. His only comment when asked about the possible results from his American talks was: "Hope springs eternal in the human breast." Soon after his arrival in London, later that day, he had talks with Mr. Eden, the Deputy Prime Minister, and in the afternon he was greeted with a general cheer in the House of Commons.

PERSONALITIES

Queen Mary and Princess Margaret Back in London; Mr. Churchill Return; the New Jugoslavian Ambassador; Mr. Eden at the Angl Danish Society's Dinner; Two Famous Writers Celebrate their Birthda

A WELCOME FOR PRINCESS MARGARET AS SHE ARRIVES AT LIVERPOOL STREET STATION AT THE COMPLETION OF HER CHRISTMAS HOLIDAY AT SANDRINGHAM: Her Royal Highness, accompanied by her Lady-in-Waiting, is escorted to her car at the station entrance. Princess Margaret was the first member of the Royal Family to return to London, and on the evening of her first day back in town visited the Old Vic Theatre to see *The Merchant of Venice*. On the same day it was announced in Luxembourg that the Princess would represent the Queen at the wedding on April 9 of Prince Jean, heir to the throne of the Grand Duchy, to Princess Josephine Charlotte, sister of King Baudouin.

MARSHAL TITO'S NEW ENVOY AT THE COURT OF ST. JAMES'S: General Vladimir Velebit, the new Yugoslavian Ambassador to London, seen on arrival at Victoria Station with his wife and two sons, Vlatko, aged five, and Dusko, aged four. General Velebit, aged forty-five, who speaks English, came here as head of a wartime mission to obtain supplies for Tito's partisans, and he saw Mr. Churchill on many occasions. He is a personal friend of Marshal Tito's and risked his life to shelter him in his Zagreb home when the Germans sought him. He helped Tito to make secret broadcasts from his house. General Velebit will meet the Marshal again when he visits this country in March as the new head of the Yugoslavian State.

PRINCE HENRY KIMERA, THE FIRST MEMBER OF THE BAGANDA TRIBE EVER TO FLY AN AEROPLANE : The Prince, whose brother rules 2,000,000 people on the shores of Lake Victoria, Uganda, is studying history at the Bristol University and has made his first solo flight in a Chipmunk aircraft. After two years more studying at the University and more solo flying with the University Air Squadron, he will return to Africa, taking with him, he hopes, an aircraft of his own.

SOMERSET MAUGHAM CELEBRATES HIS SEVENTY-NINTH BIRTHDAY : The distinguished novelist and playwright standing beside a grape-fruit tree in the garden of his estate at Cap Ferrat, on the French Riviera. It is now fifty-six years since Maugham produced his first great success, *Liza of Lambeth*. In the *Summing Up* in 1938 Maugham stated his stoical philosophy of life and explained his own attitude towards literature. The recent film versions of some of his stories have brought him new and wider publicity. Maugham was born in Paris on January 25, 1874.

COLETTE CELEBRATES HER EIGHTIETH BIRTHDAY : The French novelist and playwright, who was born at S. Sauveur en Puisaye, in the Yonne, on January 28, 1873, seen blowing out the candles on her birthday cake, watched by fellow-members of the Academie Goncourt. Much of Colette's work has been translated into English, and there is little doubt her novels are enjoying an increasing vogue. The Claudine series and *La Jumelle Noire* have commended themselves in particular. They are incisive in style and delicate in characterisation. Under the name of Colette-Willy she collaborated with her first husband in several novels.

WINNERS AT THE DORTMUND, GERMANY, EUROPEAN FIGURE SKATING CHAMPIONSHIPS : In this picture are, from left to right—Alain Giletti, the French juvenile who came second in the men's event; Gundi Busch, the German champion, second in the ladies' event; Carlo Fassi, the Italian who won the men's championship; and Valda Osborn, the British star, who won the championship for women. A second championship for Britain was won by John and Jennifer Nicks in the pairs event.

THE FOREIGN SECRETARY AT THE DINNER IN GROSVENOR HOUSE OF THE ANGLO-DANISH SOCIETY : In this picture are, from left to right—Mrs. Kraft, wife of the Danish Foreign Minister who was also present at the dinner; Mr. Eden; Princess Margaretha of Denmark, and Sir Charles Hambro, chairman of the Society, who presided. In his address Mr. Eden said that the danger of war only seemed to grow less because our efforts had made us stronger to resist attack. We must not, however, be misled into thinking that the countries of the West could now afford to relax. It was urgently necessary to build up defences to the highest point consistent with economic health. It was no less necessary for N.A.T.O. to continue to receive the full support of member Governments. It was not easy for Denmark to accept the obligations which Western defence demanded, but the sound sense of the Danish people had matched the situation.

On right—

MRS. ANTHONY EDEN AND HR. KRAFT, THE DANISH FOREIGN MINISTER, AT THE ANGLO-DANISH SOCIETY'S DINNER : Mr. Eden proposed the toast of "Denmark," and Hr. Kraft gave the toast of "Great Britain." He said that all Danes were happy to know that the Queen of England had succeeded her father as Patron of the Society.

On left—

HONEYMOONING IN EUROPE : Baron Ernst von Hoyningen-Huene, recently a refugee from East Germany, and his bride, the former Nancy Oakes, seen on arrival at Plymouth. The Baroness is the daughter of Sir Harry Oakes, who was murdered in the Bahamas in 1943. The marriage of the Baron and Miss Oakes took place in the Bahamas and was given much publicity.

The Sphere of Travel

Planning a European Holiday—II

MORE PRACTICAL SUGGESTIONS FOR VISITS TO SPAIN, PORTUGAL, SWITZERLAND, AUSTRIA, ITALY, YUGOSLAVIA AND OTHER LANDS.

By GORDON COOPER

IN this, the second of my articles dealing with holidays abroad, I give some suggestions for the Mediterranean and nearby countries—countries of the sun; and again I propose taking you generally off the beaten track. For to quite a number of Britons there is considerable delight in going to some pleasant spot where English is neither spoken nor understood, where English newspapers are unobtainable, and where one's nearest compatriot may be many miles away. It is hardly necessary to add that for those who do not like to experiment with regional cooking it is best to give up the role of explorer and to stick to the popular resorts with their routine international menus.

SPAIN.—The popularity of this country with British visitors continues unabated, although the majority only travel to the Costa Brava and the Balearics, both delightful areas but tending rather to becoming Anglicised. A little-known part of Spain which might well appeal to holiday-makers is Galicia, whose rugged coastline is indented by the *rias*, Norwegian-like fjords, which penetrate deep into the countryside. They are exceedingly beautiful, surrounded by rolling lands of a strikingly green verdure, by no less green hills, and by snug beaches and delightful creeks. In the little fishing villages you can get simple accommodation, accompanied by a wonderful hospitality, for a mere few shillings a day. For those who want a large hotel, there is one on the tiny islet of La Toja. Corunna, too, although a town of some size, is an excellent centre, and is well supplied with good hotels. Sangenjo, Vivero, Santa Marta de Ortigueira and tiny Cedeira are four more specific recommendations. Do not fail, of course, to visit Santiago de Compostela, one of the marvels of Europe, with its amazing cathedral, the most important example of early Romanesque architecture in Spain. Access to Galicia is best accomplished by taking ship to Vigo (R.M. Lines), but you want to be sure of your return passage at time of booking.

PORTUGAL.—The other day I made an exciting discovery when I came to the little white-house fishing village of Ericeira. Here I stayed at an idyllic hotel (Ericeira), perched on the rocks and looking out on a sea vastness and a long stretch of superb coast. The hotel is excellent in every way, and it even offers a row of ship-cabined shaped rooms on the very edge of the sea, which suggest the illusion that you are aboard a liner. Not far distant inland is the great monastery-cum-palace of Mafra, with its magnificent monastic library and its carillon. Carillon concerts are regularly given, filling the whole countryside with charming sound. Ericeira is about thirty miles from Lisbon, with which it is linked by motor-bus services.

ANDORRA.—This curious little survivor of many former independent states in the Pyrenees may not be everybody's holiday ground, but it will appeal to the adventurous-minded. It is a scenic country, with high mountains and rugged ridges. The only popular resort is Escaldes (Hotel Pla, with English-speaking proprietress), but I prefer Andorra la Vella, the tiny capital (Hotel Mirador can be recommended). The country is rich in opportunities for simple open-air activities, while in the evenings you can discuss the economics of smuggling, Andorra's leading industry, with the natives in a local inn. To reach Andorra, take the train from Paris to Ax-les-Thermes or l'Hospitalitet, whence there are daily bus services to your destination. French money is acceptable, and prices are somewhat lower than in France.

SWITZERLAND.—There is one part of this highly popular holiday land which never seems to me to get the discerning visitors it deserves. I refer to the lower valley of the Engadine. Apart from the resorts of Scuol-Tarasp-Vulpera (a combination of almost adjoining villages), there are several glorious little escapist villages to the north, close to the Austrian frontier. Then, to the south, there is the Swiss National Park, a paradise for the lover of wild flowers and wild animals. Here, especially in the latter part of June, you can see a wealth of flowers: the bright-blue gentian, the fiery-red catch-fly, the saxifrage, the pure white Alpine ranunculus, the golden mountain crowsfoot, the hawksweed, and even the rare edelweiss for those who have the ability to seek it out. Among the animals are the ibex, the stag, the rare otter and the fox. The marmot is prolific in the Park—an enchanting little animal. And there are many birds. Bases in the Park itself are the Val Cluoza blockhouse, the Hotel Il Fuorn, the excursionists' hotel of Susom Give, the little village of S-charl on the Park's boundary, and some other modest places. This area is easily reached by the Rhætian Railway from Chur (Coire), which has a direct train connection with Calais. A *Guide to the Swiss National Park* (2s. 6d., plus postage) can be obtained from the Swiss National Tourist Office (458, Strand, London, W.C.2), who can also give further information.

LIECHTENSTEIN.—For those who like Ruritanian conditions, this tiny principality is the only spot in Europe where they can be found to-day. Here, too, is an enchanting oasis of peace and lovely scenery. Tucked away in the mile-high valley, called the Saminatal, is a small offshoot, the Malbun, where there is a small inn, the Samina Gasthof. (It is linked with Vaduz, the capital, by bus.) For about £1 a day you can live in an earthly paradise. Another delightful inn is at Triesenberg, lying on the mountainside above Vaduz. Liechtenstein is within a few minutes' bus ride from Buchs, the Swiss frontier station. For enquiries about accommodation, I recommend the Tourist-Office "Quick" in Vaduz, for the ordinary travel agent does not concern himself about this forgotten corner of Europe.

AUSTRIA.—As a change from the Tyrol, why not try some resort in Vorarlberg, where Bludenz, a prettily situated little town, for instance, is an excellent centre for making excursions into nearby valleys? Then, overlooking Bludenz, there is Buerserberg, from which a cable railway can take you higher still to Tschengla, both being admirable small resorts. In the Brandner Valley are Brand and Gargellen, popular with some travel agents. Schruns, nearby Tschagguns, Gaschurn and Parthenen lie in the Montafon Valley, and I have no hesitation in saying that this is one of the loveliest districts in Austria, offering, too, a wide choice of beautiful excursions and interesting climbs into the mountains. To the north of Bludenz, I can recommend Fontanella and Damuels, both places being off the beaten track. Incidentally, the regional costumes worn in the Voralberg are the finest in the country.

ITALY.—Few visitors to Northern Italy concern themselves with Pavia, Bergamo, Brescia, Cremona and Parma, yet all these towns have much of artistic and historic interest to offer. They are all easily reached by admirable bus services from Milan, or a traveller with a car might well include them in an itinerary. Pavia possesses several interesting churches, but it is the famous Certosa of Pavia, some four miles distant, which is of outstanding appeal. This former Carthusian monastery has a richness of decoration such as scarcely another edifice in Italy can boast of. Bergamo, too, has its Colleoni Chapel, one of the gems of early Renaissance art, while the adjoining Basilica of St. Maria Maggiore, the Palazzo della Ragione and the Baptistery are all of first-class artistic importance. The Accademia Carrara has recently been rearranged, and here you find a highly important art collection, including a superb display of Moroni's. Brescia, in addition to some fine ancient buildings, displays one of the most successful experiments yet made in modern town planning. Cremona, with its 400-ft.-high Torazzo tower, its twelfth-century cathedral and its thirteenth-century Palazzo del Commune, provides one of the finest squares in Europe. While Parma is remarkable for its Romanesque churches and its National Gallery, which contains some of the finest examples of Correggio.

A VILLAGE IN VORARLBERG: Mittelberg, in its glorious setting beneath the pine-clad slopes of the Walsertal. The most spectacular scenery in Austria lies in Tyrol and Vorarlberg. The great advantage that Austria enjoys over other mountain countries in Europe is that its hotels and pensions in the country districts, at any rate, are very reasonable in price.

SAN MARINO.—This miniature independent State lets you in without difficulty behind the "Iron Curtain," for it is Communist-controlled. It possesses one modest hotel, from which you get magnificent panoramic views. September 15 and March 15 are about the only days when the tiny capital comes to life, for on these two occasions takes place, with Medieval pomp, the six-monthly ceremonies of choosing two new Captain-Regents.

YUGOSLAVIA.—In a former article (January 10) I referred to sea cruises along the Dalmatian coast. For those who would like to travel inland, the Ramblers' Association Services (48, Park Road, London, N.W.1) organise a sixteen-day conducted tour, visiting Ljubljana, Zagreb, Sarajevo, Mostar, Dubrovnik, Split, Rijeka and the famous Postojna grottoes.

GREECE.—As far as Britons are concerned, this country is financially almost off the holiday-maker's list. For young folk, however, who are content with fairly hard travel, the Club Méditerranée (London representative: 66, Great Russell Street, W.C.1) offers accommodation in a holiday village in Corfu, while an excursion into Greece as far as Athens is also organised, and comes, with care, within the currency allowance.

CYPRUS.—This island, the reputed birthplace of Venus, is hot and dry on the plains during the summer, but the climate inland, amidst the mountains, is equable and bracing. Cyprus Travel Limited (36, Hampstead Road, London, N.W.1) specialises in this delightful British land, where there are no currency restrictions. Worth mentioning is the availability of special twenty-three-day air excursion fares.

GENERAL TRAVEL.—For those who like to roam, or even to reach certain destinations, I wish to recommend the Linjebuss Transeuropean Bus Lines. They connect with most European countries, and their services, inclusive of good hotel accommodation and meals *en route*, are still within the present basic allowance. A. Johnson and Co., Ltd., Africa House, Kingsway, London, W.C.2, are the British agents.

THE MEDIÆVAL TURRETS OF TOSSA DE MAR, ONE OF THE INVITING RESORTS OF THE COSTA BRAVA, IN EASTERN SPAIN: The water in the shelter of the narrow and rocky bays is often very still, so this makes the coast ideal for the popular sport of under-water fish-shooting with harpoon gun, frog-feet, breathing tube and goggles.

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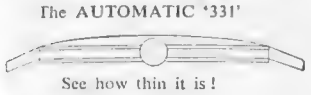

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The World of Books—By VERNON FANE

A GENEROUS BATCH OF NOVELS

With New Writers on the Whole Tending to Excel at the Expense of the Old

THIS week's generous batch of novels is divided between the work of established and distinguished writers and the work of younger, or at any rate newer, writers, and the remarkable thing about the situation is that the new ones show up almost too well. Since this is a fairly summary judgment, it is only right that there should be an exception to it, and that exception is Miss Margaret Kennedy's TROY CHIMNEYS (Macmillan. 11s. 6d.). Now Miss Kennedy is an established novelist and a good one. Her reputation began with *The Constant Nymph* and has flourished since, but I take leave to say that she could establish a reputation all over again on the merits of her new book.

It is a literary pastiche in the form of a memoir and letters illustrating the character of an imaginary nineteenth-century character, rather in the manner of Bear Ellice or Poodle Byng, and sporting the not-so-improbable name of Pronto Lufton. This gentleman, a son of the manse of good address and manners, is also an opportunist of the first water and his career as set forth here is both entertaining and intellectually exciting reading. For Pronto is in himself two men: the *arriviste* with a hawk eye for an opportunity, and the man of feeling for whom the world's crudities were almost (but never quite) too much. Miss Kennedy keeps a beautiful balance between the two aspects of her subject's nature, and the result is a book that is as elegant and assured as the man's public appearance.

NOW ONE OF THE IMMORTALS: M. François Poncet, High Commissioner for France in West Germany, reading his speech on being admitted to the French Academy. He takes the place vacated by the late Marshal Philippe Pétain.

Annemarie Selinko is a new name, but I imagine it will soon be a familiar one. Her novel, which is based on sound historic fact, has all the marks of a best-seller in its vitality, its simplicity and its sheer, hypnotic readability. DESIRÉE (Heinemann. 15s.) is the story, as told by herself, of a girl who was the daughter of a rich silk merchant, and who knew the Bonaparte family in her native Marseilles during the Revolution, when her sister was married to Joseph Bonaparte and she herself was engaged at a very early age to Napoleon—an engagement which was only ended when he left, against orders, for Paris, where he became infatuated with Josephine and eventually married her.

After that Desirée went to live with her married sister and Napoleon, feeling some responsibility towards her, sent her successively Junot, Marmont and Duphot, all of whom proposed to her at his orders, only to be refused. Eventually she married Bernadotte and became the crowned Queen of Sweden, with a husband whom she could both love and, as far as lay in her turbulent nature, respect. Annemarie Selinko writes of Desirée's fabulous doings and the fabulous times in which she moved with the candour of an inspired child and without the suggestion of the purple patches that have become so wearisome in this type of historical fiction. It is a long book and the best indication I can give you of its quality is that it is still not long enough.

THE EASTER PARTY (Michael Joseph. 10s. 6d.) is Miss V. Sackville-West's first novel for ten years, and as such is quite naturally a literary event. It is all the more a pity, then, that it should be a disappointment. Here is a writer capable, as we know, of both delicacy and strength of imagination, of poetic imagery and of forthrightness in expression, of exquisite English and of great common sense. Yet except for a few passages in the present book, as when the principal character describes her secret fears to a friend, or when a destroying fire in a beautiful house is described, the book is not up to that high standard.

The story is concerned with an outwardly successful marriage that has lasted for more than twenty years between a rich and handsome barrister and his beautiful wife. Although he is temperately fond of her and she deeply in love with him, the marriage, by his wish, has never from the first day been more than a façade, and the wife, whose story this mainly is, has schooled herself to accept her loneliness and to realise that his country home and his fine Alsatian dog are the only objects of her husband's real affections. Their well-mannered, empty life is contrasted with the warm devotion of her sister's family, but in an odd way the normal, cosy sister and her son and husband are made to appear not only commonplace but rather common; not only slightly absurd but almost grotesque.

Given that it is a thoroughly unhappy story, it is also a morbid one, and, as I say, apart from those few flashes of this admirable writer in her old vein, not a novel of distinction.

SPQR (Derek Verschoyle. 12s. 6d.) was the brand of ancient Rome, that stood for *Senatus Populusque Romanus*, and was applied to all objects that were claimed as the property of Rome. Mr. Paul Hyde Bonner has chosen it with a lightly satirical sense as the title of his intelligent and amusing novel about Rome to-day, as it might appear to an equally intelligent and amusing man who was also First Secretary at the American Embassy there after the war. His Lovat Fraser is a career diplomat, ambitious, sensible and appreciative of the good advice given him by an older colleague, never to get really involved in a Roman love-affair or deeply entangled in the life of a Roman, "for once you do that you will cease to serve your country and will serve only them."

Fraser sees the sense of the warning and, with his eyes tightly shut, proceeds to involve himself in not one but two love-affairs, only saving his professional dignity by a neat coup over some espionage papers. In spite of the drama, the dalliance and the apparently easy diplomatic life in Rome of the late 1940's, however, it is the city itself and the country round it that really steals the honours. Mr. Bonner writes of human beings suavely and acutely, but of Rome and its settings he writes very like a clever man in love. I thoroughly enjoyed his novel. Perhaps there is an equally good one now to be written about Washington.

Lady Elizabeth Eliot's novel, MRS. MARTELL (Cassell. 10s. 6d.), is a slighter affair altogether but not without its points, for it is written with a humour that is adult without being cynical and from an outlook that is observant without being critical. Briefly, the story is of a beautiful woman whose health and looks and social success are the most important things in her life, and who hopes to help herself on by marrying her cousin's husband although the couple are ostensibly quite contented. Helped by the cousin's vagueness and timidity, she manages to accomplish this, only to find that the new husband dislikes her exceedingly after only a few weeks of marriage, and that the despised cousin is herself to make a far more brilliant match.

There appear to be two rigidly-defined ways of writing about the Spanish Civil War, and they are to be on the side of the present powers there and write of the atrocities of the anti-clericals, or to be on the Republican side and write of the atrocities of the Falangists. Mr. Bruce Marshall, as one would have expected, chooses the first way and writes about a Spanish town and a sacred relic which is in danger through the revolution.

THE FAIR BRIDE (Constable. 12s.) is certainly not one of Mr. Marshall's happier efforts, and it is a pity to see him writing with such stereotyped insistence of brutality, ugliness, sentiment and the farcical.

Not for one moment did I believe in Mr. Gerald Kersh's new gangster, Mr. Monty Cello, or in much of the story which he decorates for a while, but there is still no denying that THE GREAT WASH (Heinemann. 12s. 6d.) has the vigour and invention and sheer force of at least three books. It is all a little overwhelming, this story of world atomic plots and mad scientists, but if it weren't, Mr. Kersh would be some other author and not his ebullient writing self.

A PICNIC BY WAGONETTE (Hutchinson. 10s. 6d.) is a story in which a constantly increasing tension leads to a tragic climax, and hence it is interesting. Miss Jean Ross has written of a school outing which, by tradition, takes place in a horse-drawn wagonette. None of the prospective passengers looks forward with anything but boredom or distaste to the project; nevertheless the trip is made, and the lives and feelings of the travellers are thoroughly explored in the best modern manner.

Of the foreign-born contingent this week there are two, of which the first is particularly worth reading. BLANKET BOY'S MOON (Collins. 12s. 6d.), by Mr. Peter Lanham, has been based on a story told him by Mr. A. S. Mopeli-Paulus, a chieftain of Basutoland, the country which is the setting for this novel of adventure, both physical and spiritual. The narrative is simple and effective, and dignified. THE MOUNTAINS REMAIN (Gollancz. 13s. 6d.) is a second novel by Hanama Tasaki, and is remarkable not only for the fact that it is by the only Japanese novelist who writes in English, but for its sensitive and yet realistic approach to the problems of a nation reshaping itself after war.

Mr. David Howarth turns from wartime adventures to the straight thriller technique in GROUP FLASHING TWO (Robert Hale. 9s. 6d.), a sea story based on the north coast of Scotland, and of strange doings in its caves.

PARNASSUS ON WHEELS (Faber. 10s. 6d.), by Mr. Christopher Morley, was first published in 1917 and is now re-issued for the pleasure of its older readers and for the more recent readers of *The Haunted Bookshop*, since it tells an earlier story of the same characters.

NINE BOMBINGS

The Story of Buckingham Palace Told by Compton Mackenzie

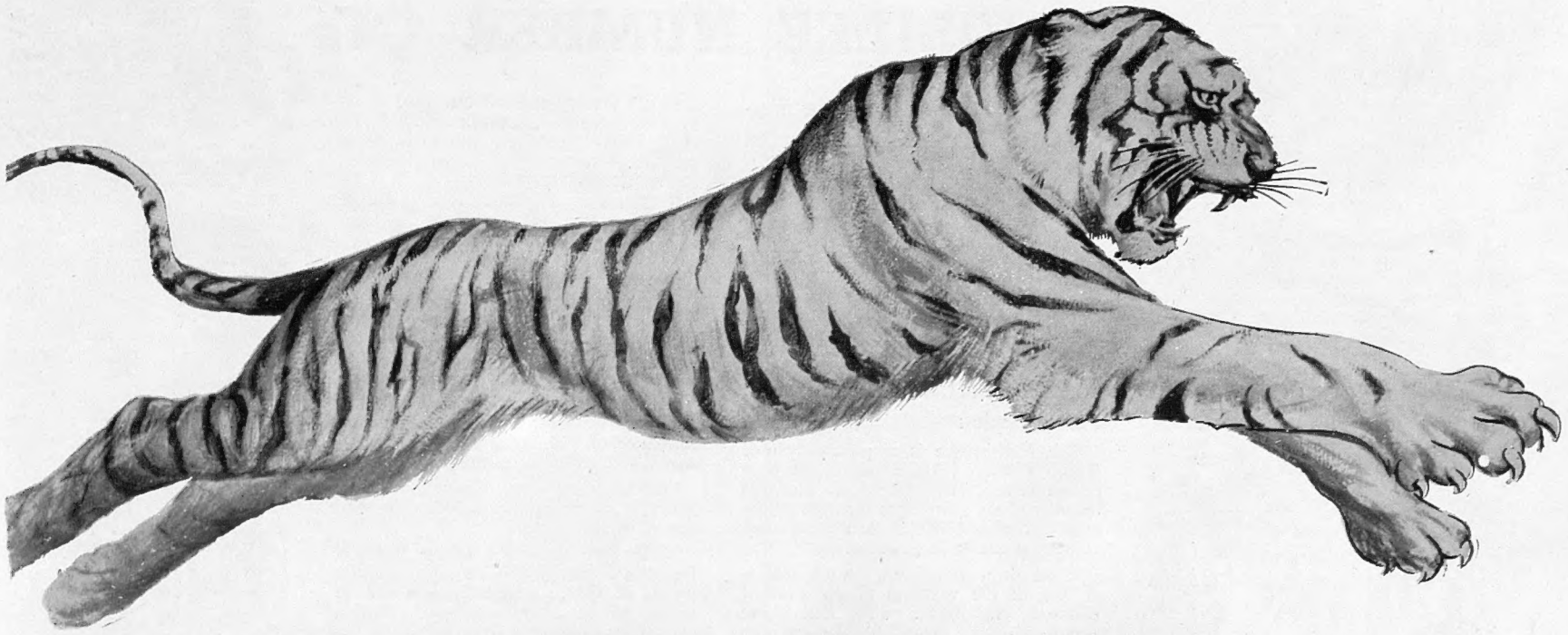
Royal appearances on the Buckingham Palace balcony have become a tradition, and the Palace has long been regarded as the focal-point of the Commonwealth's loyalty, but probably that feeling of loyalty found its greatest expression after the bombing raids of 1940, when the Palace, on September 9, received the first of nine attacks delivered against it during the Second World War. Those attacks, which temporarily made the private apartments uninhabitable, emphasized that the Royal Family were sharing the trials of the people, and they no doubt played their part in boosting morale in a capital city that had so much to endure. In THE QUEEN'S HOUSE (Hutchinson. 12s. 6d.) Sir Compton Mackenzie describes these bombing attacks, but he does not allow them undue weight, for his purpose is to show Buckingham Palace through the years and through all the drama that has surrounded it since it was acquired by George III in 1761 for the modest sum of £21,000. And drama there has been in plenty. William IV, for instance, suggested that Parliament should house itself in Buckingham Palace to save expense after that institution had been destroyed by fire in 1834, while this rather wayward Monarch later suggested that the Palace should be converted into barracks for the Guards. There is no doubt that the Royal residence cost its early occupants much money, bad temper and inconvenience, but it has won a place in the affections of the people, and Sir Compton Mackenzie has traced that development with a sure and loyal hand.

Girolamo Francesco Maria Mazzola, who was born in Parma in 1504, and came to be known as Il Parmigianino, was one of the first Italians to practise etching. In England his work enjoyed an enormous prestige in the seventeenth and eighteenth centuries, and it is now widely agreed that his drawings are among the most enchanting products of the High Renaissance. Strangely enough, no book primarily devoted to the artist's work has appeared in this or any other language, and there is therefore no doubt that A. E. Popham's THE DRAWINGS OF PARMIGIANINO (Faber and Faber. 42s.) will be widely welcomed. Mr. Popham is the Keeper of the Print Room in the British Museum. Of the eighty-two drawings he has selected for illustration and comment, more than half have never before been reproduced. In the text the author throws new light on Parmigianino's work, and it is a subject that requires new light, for the origins and direction of Parmigianino's art are almost as baffling as those of the great Correggio, who anticipated in such extraordinary fashion the advent of the baroque.

The Lyons family are long-standing family favourites on the B.B.C., and perhaps it is only fitting that they should have essayed a joint autobiography. In LIFE WITH THE LYONS (Odhams 16s.), Bebe Daniels and Ben Lyon span nearly half-a-century of endeavour, and it is hard to remember that in the golden era of Hollywood they were top stars while in their teens. Bebe Daniels, a Cecil B. de Mille discovery, was a screen prodigy at seven, and some of her earliest successes were with Harold Lloyd; she was also Rudolf Valentino's leading lady in *Monsieur Beaucaire*—itself an adequate reason for screen immortality. Ben Lyon, for his part, knew all the great screen vamps of the earlier days, when Pola Negri and Gloria Swanson queened it in Hollywood, and had a successful stage career in New York. Life with the Lyons has been hectic, and still is hectic, as most of us long since guessed, but there seems no doubt, too, that they have had a very full share of fun in their joint and separate careers on the screen, on the stage, and behind the microphone, where they are now so firmly entrenched.

The centenary of the birth of Cecil Rhodes occurs this year, and it is also the centenary of the Union Castle Company, whose guides to Africa are such a wonderful source of historical, topographical and business information about the countries in which Rhodes was so vitally interested. THE YEAR BOOK AND GUIDE TO SOUTHERN AFRICA (Robert Hale Ltd. 9s. 6d.) covers 900 pages of text and once again has an admirable atlas. This book deals with the Union of South Africa, Northern and Southern Rhodesia, South-West Africa, Basutoland, Bechuanaland and Swaziland. THE YEAR BOOK AND GUIDE TO EAST AFRICA (Robert Hale. 7s. 6d.) contains 450 pages of text; many town plans and route diagrams, as well as a folding map of Africa. The East African guide deals in detail with Kenya, Uganda, Tanganyika, Zanzibar, Nyasaland, Portuguese East Africa, the Sudan and Mauritius.

In the island of Bali the ecstasy into which the dancer's own movements sweep him is called "the other mind," and Beryl de Zoete has chosen this phrase for her study of the dance in South India. THE OTHER MIND (Victor Gollancz. 52s. 6d.) deals in particular with the two main forms of classic dance, the Bharata Natya, a woman's dance descended from that of the dedicated temple dancers, and Kathakali, the famous dance drama of Malabar in which all the parts are taken by men, and masks are replaced by a most elaborate traditional make-up.



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A JUBILEE NUMBER OF

The SKETCH—sister to *The Illustrated London News*—was born (on original but not unfilial lines, so it was said) on February 1, 1893. Thus, this week it celebrates its sixtieth birthday, and to distinguish the occasion, the editorial theme of its current issue is attuned naïvely, and with some false modesty, to the atmosphere of the eighteen-nineties! For example :

The frontispiece is a photograph of Queen Victoria taken at about the time of the birth of *The SKETCH*. She was the first of six sovereigns through whose reigns *The SKETCH* has continued without a break in publication.

There is a description, with photographs, of the wedding of the Earl of Dalkeith, grandfather of the Earl whose marriage took place recently in the presence of the Royal family.

An article entitled "*The Things We Did*," with illustrations ; this being a survey of the odd and amusing items discovered in our first issues.

A page of pictures of the Kaiser at Cowes, on the occasion of a State visit.

A double-page of lovely women of 1893.

In our literary page—"*Our* 1893 *Bookshelf*"—RUPERT CROFT-COOKE will review books published by such rising authors, for example, as THOMAS HARDY, ROBERT LOUIS STEVENSON !

A double-page of joke cartoons typical of the humour of the 'nineties.

In our *Sporting Background* article, LOUIS STANLEY will survey the field of sport in 1893.

Two pages of reproductions of paintings reflecting the art trends of the 'nineties.

On our *Theatre page*, J. C. TREWIN will "attend" the first performance of "*The Second Mrs. Tanqueray*," the first performance of "*A Woman of No Importance*," and other interesting plays of 1893.

Our motoring correspondent, WILLIAM HARTLEY, will describe a full-scale road test of an 1893 car.

There will also be a 4-page FASHION PORTFOLIO dealing with the fashion trends of 1893, and other pages will be made up of interesting and amusing extracts and pictures from the 1893 files of *The SKETCH*.

A heavy demand is anticipated for this unique issue of The SKETCH and you are advised to order a copy without delay from your regular bookstall or newsagent.

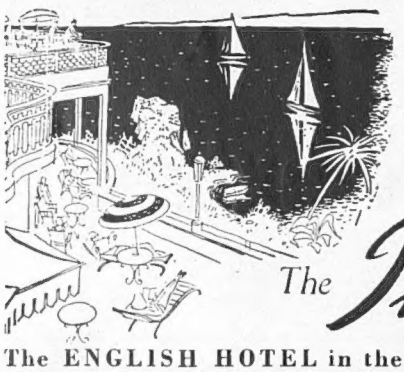
The Sketch

FEBRUARY 11 ISSUE

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2.*



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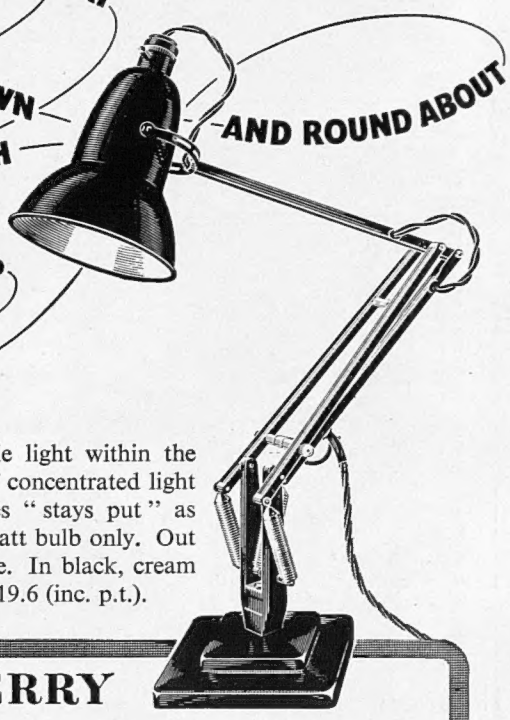

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